# Hound Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4402.

日五初月十年九十二緒公

MONDAY, NOVEMBER 1903.

號三十月一十英灣香

\$30 PER ANNUM. SINGLE COPY, TO CENTE.

Banns.

/OKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880. CAPITAL SUBSCRIBED ......Yen 24,000,000 CAPITAL PAID-UP ......

CAPITAL UNCALLED..... RESERVE FUND ......

Head Office .- YOKOHAMA. Branches and Agencies.

KOBE. TOKIO. LONDON. NAGASAKI. NEW YORK. SAN FRANCISCO. HONOLULU. SHANGHAI. BOMBAY. NEWCHWANG. TIENTSIN. PEKING.

LONDON BANKERS: IE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD. THE UNION OF LONDON AND

SMITHS BANK, LD. HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

> TARO HODSUMI, Manager.

Hongkong, 11th September, 1903. TONGKONG ÄND SHANGHA BANKING CORPORATION.

RESERVE FUND. Sterling Reserve ..... \$10,000,000 } \$16,000,000 FISCAL AGENTS FOR THE UNITED STATES Silver Reserve .....\$ 6,000,000 }

RESERVE LIABILITY OF PROPTORS.\$10,000,000 COURT OF DIRECTORS: A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman. Hon. C. W. Dickson. | N. A. Siebs, Esq. H. W. Slade, Esq. E. Goetz, Esq. C. A. Tomes, Esq. C. Michelau, Esq. E. S. Whealler, Esq. H. Schubart, Esq. E. Shellim, Esq. . CHIEF MANAGER:

Hongkong-J. R. M. SMITH. MANAGER: Shanghai-H. M. Bevis. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent.

per Annum on the daily balance. ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum.

j, k. m. smith, Chief Manager. Hongkong, 17th August, 1903. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted bythe HONGKONG AND SHANGHAL BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 31 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghar BANKING CORPORATION, J. R. M. SMITH,

Chief Manager. Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA, LIMITED. Authorised Capital.....£ 1,000,000

HEAD OFFICE:-HONGKONG. Board of Directors :-Chan Kit Shan, Esq. J. Scott Harston, Esq. Chow Tung Shang, Esq. J. Lauts, Esq. Chief Manager,

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed ..... 5 % Hongkong, 12th May, 1903.

EUTSCH ASIATISCHE BANK. PAID-UP CAPITAL .....Sh. Taels 5,000,000

HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS: BERLIN. Branches:

Hankow Berlin Calcutta Tsingtau (Kiautschou) Tientsin LONDON BANKERS; Messrs. N. M. Rothschild & Sons,

Union of London and Smiths Bank, Ltd. Deutsche Bank (Berlin), London Agency DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account. DEPOSITS received on terms which may be On Fixed Deposits for 12 months. 4 per cent. learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager. Hongkong, 1st September, 1903.

GUARANTY TRUST COMPANY OF **NEW YORK** 

(AMERICAN BANK). ESTABLISHED 1864.

U.S. Gold PAID UP CAPITAL ......\$2,000,000 SURPLUS AND UNDIVIDED PROFITS.\$5,180,000

Gold \$7,180,000 Head Office-NEW YORK. LONDON OFFICE: 33 and 35, Lombard Street, E.C. F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS: PARR'S BANK, LIMITED. HONGKONG OFFICE:

4. DES VŒUX ROAD. General Banking and Exchange business

transacted. INTEREST ALLOWED On Current Accounts at 2% per annum. On Fixed Deposits: For 3 months 21% per annum.

E. F. GROS, Acting Manager. Hongkong, 1st December, 1902.

NTERNATIONAL BANKING CORPORATION.

HEAD OFFICE-NEW YORK.

OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ...Gold \$4,000,000...£ 820,000 Surplus (Reserve) Gold \$4,000,000 ... £ 820,000

Total ......Gold \$8,000,000 ... £1,640,000 Capital and Surplus authorised, Gold \$10,000,000 =£2,055,000. ✓

LONDON BANKERS: THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 41 % per annum. HONGKONG BRANCH: 20, DES VŒUX ROAD CENTRAL. CHARLES R. SCOTT,

Manager. Hongkong, 26th May, 1903. -

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896. Shanghai Taels. SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ...... 2,500,000 Head Office: -SHANGHAL.

> Branches and Agencies. PENANG. CANTON. SINGAPORE. CHEFOO. TIENTSIN. HANKOW. PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above laces, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON-DEPOSITS. per Annum Fixed Deposits for 3 months. E. W. RUTTER, Manager.

Hongkong, 12th August, 1903.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:-LONDON. CAPITAL PAID-UP......£800,000 RESERVE LIABILITY OF SHARE-TNTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

COCHRANE Acting Manager

8100]

Hongkong, 18th May, 1903.

LONCKONC

Military Band during dinner on Saturday Nights.

Mails.

ORIENTAL PENINSULAR

STEAM NAVIGATION COMPANY.

TO SAIL ON

YOKOHAMA VIA SHANGHAI, CEYLON ...... About 30th } Freight and MOJI and KOBE. C. F. Lockston, R.N.R. | November | Passage. (Passing through the Inland Sea).

LONDON and ANTWERP VIA PENANG, [FORMOSA .....] About 11th ? Freight and B. H. W. Snow...... December 5 Passage. COLOMBO, PORT SAID and (

For Further Particulars, apply to

Hongkong, 21st November, 1903.

E. A. HEWETT, Superintendent

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS: Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG:

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
411 4 3 CDTTDC	WEDNESDAY, 25th November,
PRINZ HEINRICH	WEDNESDAY, oth December.
KONIG ALBERT	WEDNESDAY, 23rd December.
KONIG ALBERT	WEDNESDAY 6th January, 1004.
*KIAUTSCHOU	WEDNIESDAY ooth Innuary 1904.
SACHSEN	WEDNESDAY and Fabruary 1904.
DAVEDN	WEDNESDAY, AUTOMANY 1994
F = F D A	** 1717/1417/441/4 * 1 4 / 4 / 4 / 4 / 4 / 4 / 4 / 4 / 4 / 4
CEVDIITO	WEDNESDAY, 280 March, 1904.
DDFUCCEN	W P.DINESIMALL LUIN MARCIN *3041
POON	WEDNESDAI, 30m.march, 1904.
4 D A N D I I D C	WEDNESDALLIAM OPEN ASSA
PRINZ HEINRICH	WEDNESDAY, 27th April, 1904.
* Steamers of the Humburg-A	marika Linie
* Steamers of the Authburk's	IIICIIRG DIMICI

O' WEDNESUAY, the 25th day of November, 1903, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE Captain E. Burmeisher with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at. Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 24th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 13th November, 1903.

MELCHERS & CO., AGENTS.

## LANE, CRAWFORD & CO.

ST. ANDREW'S BALL.

DRESS SHIRTS. FOWNES' WHITE KID GLOVES,

\$2.00 PER PAIR.

DANCING SHOES. \$6.00 PER PAIR.

FANCY SOCKS-SILK BRACES. DRESS \$2.50 DOZEN.

LANE, CRAWFORD & CO.

Hongkong, 21st November, 1903.

FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.

For Particulars apply to THE MANAGER.

> HOTE (Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer. The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HAND-

SOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision. RIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

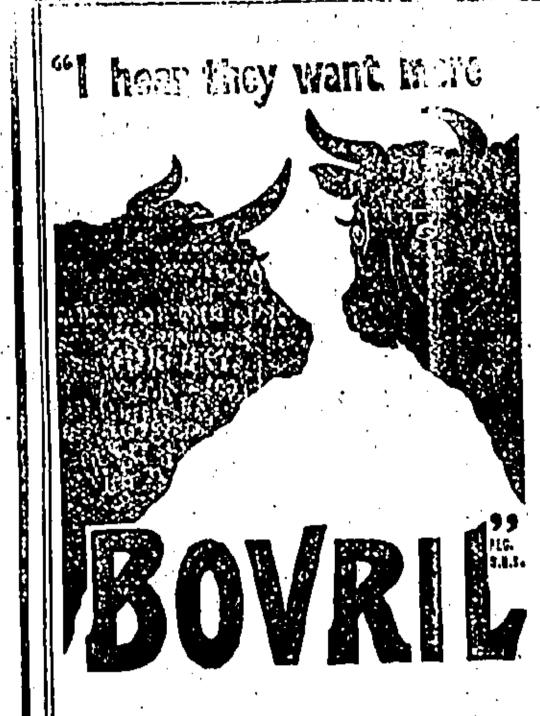
A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER. Proprietor and Manager.

[732e

Intimations.



一拜禮

# Bovril—

the food. beverage.

BOVRIL is food and drink combined. is not only a delightful beverage, but a valuable nourisher and energiser as well.

Cooks find that POVRIL doubles the value of soups, gravies, hashes, made dishes, &c.

COALS

# (MITSUI & Co.)

HEAD OFFICE:--- I, SURUGA-CHO, TOKYO. LONDON BRANCH: -- 34, LIME STREET, E.C. HONGKONG BRANCH:-PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES: New York; San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers. SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

WINE MERCHANTS, 12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

terms with Contracts made on special Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application.

TELEPHONE No. 135.

N. INUZUKA, Manager, Hongkong

Hongkong, 23rd July, 1903.

Telephone,

No. 75.

CITRONNADE

ORANGEADE. EXCELLENT FLAVOURING FOR FISH, GAME,

PUDDINGS, &c.

MAKES A MOST REFRESHING DRINK.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co. 15, Queen's Road,

Hongkong, 12th November, 1903.

(ELGIN ROAD, KOWLOON.) CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE. TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month. JAS. D. M. CAMERON,

Hongkong, 22nd August, 1903. 31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

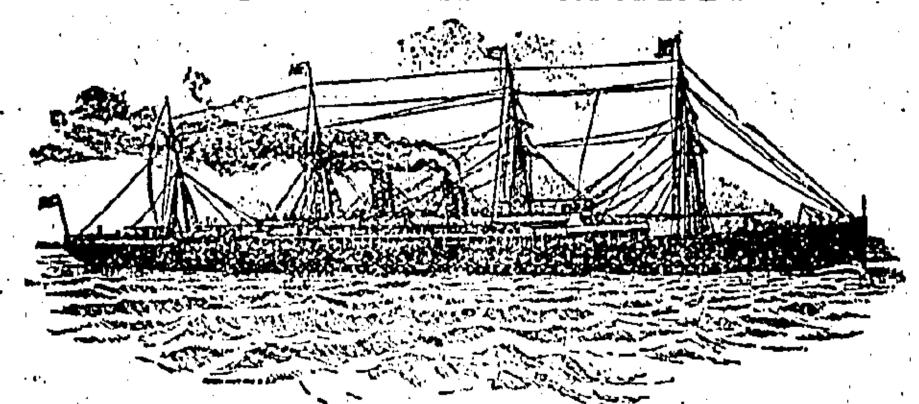
THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms bri 1 the Day or Month. Telegraphic Address: "MARLBOROUGH."

Shanghai, 6th June, 1903.

Telephone: No. 580, Mrs. NAZER.

Manager.

Hongkong, 15th November, 1900.



ACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES. MEXICO. CENTRAL AND SOUTH AMERICA AND EUROFE;

PROPOSED SAILINGS FROM HONGKONG.

	***************************************		
'	"NIPPON MARU" 6,307 G:	oss,To	nsTUESDAY, 24th November, at Noon.
	" SIBERIA "11,284	11	TUESDAY, 1st December, at Noon.
	" COPTIC " 4,352	**	WEDNESDAY, 9th December, at Noon.
	"AMERICA MARU" 6,307	11	FRIDAY, 18th December, at Noon.
	" KOREA "ī ī,276	<b>))</b>	SATURDAY, 26th December, at Noon.
	" GAELIC" 4,205	. 17	SATURDAY, 2nd January, 1904, at Noon.
	"HONGKONG MARU" 6,307	23°	SATURDAY, 9th January, at Noon.
•	" <b>CHINA</b> " 5,060	11	TUESDAY, 19th January, at Noon.
	" DORIC " 4,784	<b>33</b> .	FRIDAY, 29th January, at Noon,
	-	<del></del>	······································

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; to days, 15 hours.

THE T. K. K. Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, wia SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU, TO-MORROW, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the

regular tariff rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most firtile and beautiful island of the Pacific. The only line to Sin Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 23rd November, 1903.

#### CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY.

SPEED.

PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

J. STUART THOMSON, Acting Agent.

(CILLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.).

"EMPRESS" Twin Screw Steamships -- 6,000 Tons -- 10,000 Horse Power -- Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION). "EMPRES OF IADAM" Acce.

м.э.	"EMPRESS OF JAPAN" 0,000	**	WEDNESDAY, 16th December.	
91	"EMPRESS OF CHINA" 6,000	11	WEDNESDAY, 13th January, 1904.	
1)	"ATHENIAN" 3,882	11	WEDNESDAY, 27th January.	
1)	"EMPRESS OF INDIA" 6,000	",	WEDNESDAY, 10th February.	,
11	"TARTAR" 4,425	"	WEDNESDAY, 24th February,	
	"EMPRESS OF JAPAN" 6,000		WEDNESDAY, 9th March.	
11	"EMPRESS OF CHINA" 6,000	"	WEDNESDAY, 30th March.	
,, •1 .	"EMPRESS OF INDIA" 6,000	"	WEDNESDAY, 20th April.	,
• •	"ATHENIAN" 3,882	11	WEDNESDAY, 27th April.	
•	"EMPRESS OF JAPAN" 6,000	"	WEDNESDAY, 11th May,	
•"		<u>."</u>		

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes,
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Plates of Passage, &c., apply to

Hougkong, 1st September, 1903.

D. E. BROWN, General Agent, Pedder's Street.

#### HAMBURG-AMERIKA NORDDEUTSCHER OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, LISEON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS). PROPOSED SAILINGS FROM HONGKONG. SURFECT TO ALTERATION.

	SUBJECT TO RETERATION.		
STEAMERS.	DESTINATIONS S	AILING DATES	
MARBURG	HAVRE, BREMEN and HAMBURG, (		-
Stern	(Calling at SINGAPORE and COLOMBO).	24th Nov.	Fre
SUEVIA	HAVRE and HAMBURG.		
Borck	(Calling at SINGAPORE and PENANG).	ist Dec.	Fre
AR 1GONIA	HAVRE and HAMBURG.		
Forst	(Calling at SINGAPORE and COLOMBO).	15th Dec.	Fre
NURNBERG	HAVRE and HAMBURG.		Š
Jaburg	(Calling at Singapore and Penanc).	29th Dec.	Frei
AMBRIA	HAVRE and HAMBURG.	5th January, 7	<u> </u>
Duckstein	(Calling of Stroapopy and Corougo)	1001	Frei
NUBIA	NEW YORK-	About end of	
von Hoff	VIA SURZ.	December.	r r cı

For further Particulars, apply to

Yamburg-amerika Linib HONGKONG OFFICE. No. 1, Queen's Bulldings,

Spipping-Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

\*HONGKONG CANTON LINE. Captain H. D. Jones. 

(Saturday excepted). Departures from CANTON to Hongkong daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," ......219 tons,.......... Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGA-TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE, S.S. "SAINAM," ......588 tons,..........Captain B. Branch.

by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the rlongkong Hotel, Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903



REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
		•		
TJIMAHI	JAVA PORTS via MACASSAR.	December 1	SHANGHAI, KOBE and YOKOHAMA.	December 5
TJIPANAS	KOBF and Y'HAMA.	November 26	S'PORE, JAVA FORTS and MACASSAR.	November 29
TJILATJAP	Do.	December 21	Do.	December 24
	· · · · · · · · · · · · · · · · · · ·	•		

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

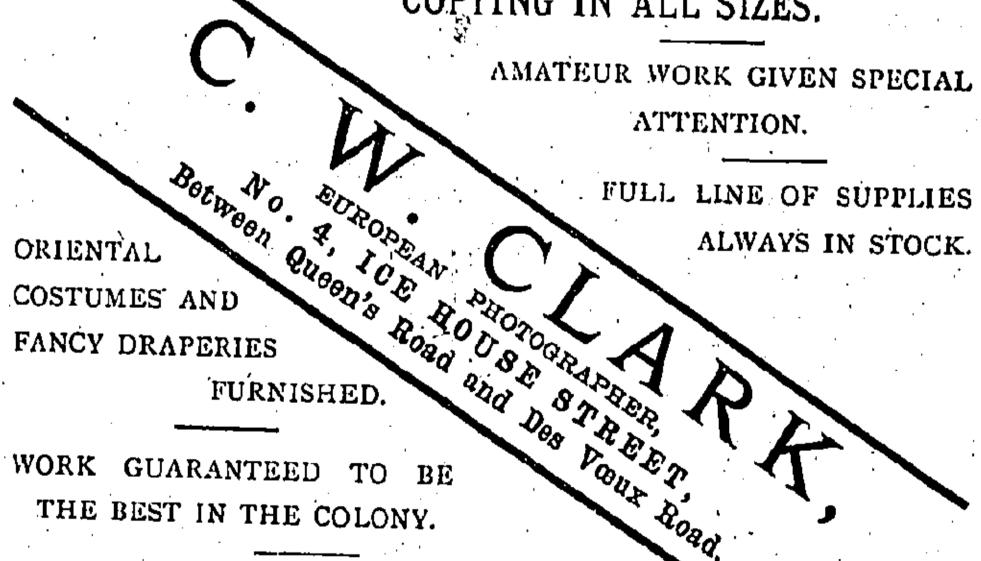
For Particulars of Freight and Passage, apply to

THE AGENTS, HOTZ, S'JACOB & CO.

Telephone No. 201. Hongkong, 16th November, 1903.

untimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.



SPECIAL TOILET

PATRONAGE RESPECTFULLY SOLICITED.

# QUEEN'S ROAD CENTRAL.

FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902,

INCANDESCENT

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for DR. AUER VON WELSBACH Co.,

VIENNA, INVENTORS OF INCANDESCENT THE

GAS LIGHT. ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR | IMITATIONS!

CONNAUGHT HOUSE,

Antenations.

# THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to

pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors). Two powerful Twin Screw Towboats are available for taking Vessels in or out of

The plant and tools are of recent patterns for dealing quickly and cheaply with work,

Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th). Yokohama, May 11th, 1903.

GO TO

B

FRANK F. JEWELL, Manager. KOWLOON.

## CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 56. For Terms, &c., apply to the

MANAGER.

EYE-SIGHT



MR. N. LAZARUS

May be personally consulted for Spectacles. No charge for testing the eyes.

Glasses and frames of all kinds and qualities. Prices from \$2 upwards. 16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Hongkong, 2nd July, 1900.

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE THIRD ORDINARY YEARLY I MEETING of SHAREHOLDERS in the above Company will be held at the Com-PANY'S OFFICE, No. 37, CONNAUGHT ROAD, CENTRAL, TU-MORROW, the 24th day of November, at Noon for the Purpose of Presenting the Report and Statement of Accounts to

the 30th of September, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th November, both days inclusive. J. W. KEW,

Manager. Hongkong, 23rd November, 1903. [1353e

LIMITED.

EDWARDS, PIRY & COMPANY,

NOTICE is hereby given that an EX-TRAORDINARY GENERAL MEET-ING of EDWARDS, PIRY & COMPANY,

LIMITED, will be held at the Company's specially selected to suit the taste of young Offices, No. 1, Duddell Street, on TUESDAY, the 8th of December, 1903, at 11 o'clock in the forenoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 18th of November, 1903, will be submitted for confirmation as Special Resolutions:— 1.. That this meeting approves of the pro-

posed sale of the business of the Com-pany to Joseph Snowell Plant. 2. That the Company be wound up volun-

tatily, so far as it was necessary for winding up.
3. That Joseph Snowell Plant be and he is hereby appointed liquidator for the pur-

poses of such winding up. T. EDWARDS, S. D. PIRY. General Managers.

No. 1, Duddell Street, Hongkong, 21st November, 1903. [1404e]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

TOTICE is hereby given that the THIRTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 8th proximo, at Twelve o'Clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

- The TRANSFER BOOKS of the Company will be CLOSED from the 24th instito the 8th proximo, both days inclusive.

By Order of the Board of Directors, JAMES WHITTALL,

Secretary. Hongkong, 16th November, 1903.

FOR NEXT FIVE DAYS. TOR SALE AT LESS THAN FACTORY

COST FOR CASH. 25 HIGH GRADE AMERICAN BI-CYCLES. 10 AMERICAN SEWING MACHINES. 10 PLATFORM SCALES.

10 000 CIGARETTES, 1,000 CHEAP WATCHES. 50 VICTOR TALKING MACHINES. EWELRY, PERFUMERY, SOAP, DESKS TABLES

AND FIXTURES. CHINESE-AMERICAN COMMERCIAL COMPANY,

20 and 21, Connaught Road. Hongkong, 21st November, 1903. CHRISTMAS GREETINGS IN

ADVANCE. A N early opportunity to those WISHING TO SEND GREETINGS to their RELATIVES and FRIENDS at Home. I have just unpacked a parcel of Raphael Fuck's XMAS AND NEW YEAR'S CARDS of various pretty designs, and description,

Very moderate prices and as usual 10% discount for cash. H. RUTTONJEE,

No. 5, D'Aguilar Street,

36 and 38, Elgin Road, Kowloon. Hongkong, 20th November, 1903.



DELICIOUS

REFRESHING

may now be had in Cases of 4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO., 3, DUDDELL STREET.

1st September, 1903. KEEN ISLAND CEMENT COMPAN.

LIMITED.

PORTLAND CEMENT:

In Casks of 375lbs. net \$4.75 ex Factory. In Bags of 250lbs, net \$2,86 ex Factory. SHEWAN, TOMES & CO.,

General Managers.

Horgkong, 18th November, 1901

Hongkong, 15th August, 1903.

(Concluded.)

4°. Coast Trade.-Liquid Indigo comes from Wuchow and goes to Fatshan and Sainam, where it is much in demand for dyeing purposes. Formerly the Wuchow merchants used to send their Indigo by junks, which took the cargo, without transhipment or breakage, to the very doors of the purchasers. Later on the steamers were tried; but, as the shipping at Wuchow and transhipping at Samshui in deep-hold steamers occasioned breakage and trouble, the shippers reverted to junks. Now, however, the new steamers are flat-bottomed, and they take the cargo on deck; moreover, the pottery jars have been replaced by wooden tubs, so that breakage is nil; and as steamer freight is cheaper, even with transhipment, the shippers are again abandoning junks. 11,357 piculs were imported during the year, against 8,700 piculs in 1001.

5% Inland Transit.-The number of Inward Tansit Passes issued in 1902 is far below that of 1991, owing mainly to the much-reduced import of Piece Goods. Betel-nuts, Flour, Matches, and Sugar are the main articles cent inland. Cutward Transit Passes surrendered were also fewer in number, but they covered, larger amounts of goods mainly Straw Bags, and yielded more Duty than in 1901.

6°. Shipping.—The steamers which vivit Samshul are not large, b t they are numerous and give the Gustom staff much day and night work. The Cantor-Wuchow steamers are over 300 tons, and they carry Foreign officers; the Hongkong-Samshui steamers are under 150 tons, and they are in charge of Chinese captains. By reducing expenses the companies manage not only to live but, it is said, to make money. The Hongkong-Wuchow steamers call here only when they have cargo for Samshui or one of its stages. During the year 2,444 steamers gauging 360,444 tons, entered the port, being an increase of 70,000 tons over the entries in 1901; and during the same 12 months 2,836 steam-launches, gauging 30 453 tons, reported at the Custom House, these figures showing a decrease of nearly one-half as compared with those of the previous year-decrease due simply to the low state of the river during the greater part of the year. None of these Jaunches are flat-bottomed. When the year is dry and the river shallow, the steam-launches cannot use the Fatchan channel and they do not pass Samshui. As to junks, all flat-bottomed and drawing less than 2 feet laden, they all pass here in an incessant procession on their way from the great marts-Canton, Fatshan, and Chanchuen-to the towns of the West and North Rivers. Up and down, the yearly number cannot be less than 30,000 junks, besides 800 or 000 large wonden rifts, and thousands of boats laden with straw, firewood, manure. etc. These vessels have to stop at all the Likin barriers, provincial Custom Pouses, Hoppostations, and the foll-bars of pirates. The taxes and exactions payable are, as a rule, not heavy, and they do not prevent a single junk from trading; but the delay and annoyance caused to retail trade and fluvial shipping are in describable, and it takes a people patient, enduring, and submissive like the Chinese to bear unmurmuringly what a white man would declare intolerable. Heretofore the huge wooder rafts-enormous piles of timber, resembling floating villages and often as unmovable and unmanageable as rocks, often blocked the entrance to, and neighbourhood of, the port i but during the year the Commissioner was able to regulate the passage of the rafts, and now they are towed in turn past the harbour by a Govern ment launch.

7°. Passenger Traffic.—The number of travel lers using steamers has increased during the year. Kongmoon has exchanged 180,446 passengers with Hongkong and 28,654 with Macao; Kumchuk, 21,024 passengers with Hongkong and 6,175 with Macao; Samshui 9,514 passengers with Hongkong and 2,18 with Macao. In all, 265,742 persons have travelled by larger steamers, exclusive steam-launches, in the delta during 1902 against 209,211 in 1901.

8°. Treasure.—No remarks.

9°. Opium.—In the spring a Chinese com pany of merchants was authorised to reform the system of taxation on prepared opium Branch offices were opened all along the river but before the autumn had arrived, the company was forced to close its doors, because, though with right on its side, "it!" went so wrongly to work-in attacking British opium before it had been boiled and sent into consumption—that it warranted the opposition of both English importers and Chinese buyers. The taxation was not an illegal innovation; the reform merely meant to raise the former tax from 3 candareens to 12 candareens per ounce of smokeable drug, and to compel every individual buyer of no matter how small a particle of drug to provide himself with a tax-paid certificate, instead of, as heretofore, compelling only the selling shops to purchase licenses The company will now revert to the system shop licenses, but no doubt with increased fees and better rules. As regards this port, the result of the incident has been to convince some opium buyers, formerly importing vid Canton, that the Shamsui route is both less expensive and troublesome.

10°. Miscellaneous.—The spring brought cholera in the district, and the summer brought dengue sever; the Chinese population suffered severely, seven persons out of every ten being attacked by the latter disease. The district is not unhealthy, but not being in constant communication with Canton and Hongkong, it cannot avoid contamination. Samshui is remarkable for the suddenness and violence of its squalls, which rise without warning, blow furiously for half an hour and fall as suddenly as they came, often causing irreparable damage. The place is also remarkable for its yearly inundation: it may then happen that the West River comes rushing in with great velocity, and, entering the North River channel, forces the North River water to flow back towards its source, On the 18th July the s,s, Nanning, [14]

while coming into port on a moonlight night, when the inundations were at their highest, was surprised by the phonomenon and carried high and dry on the island of Lyaochow, where she would still be but for the assistance of a gang of fishermen, who, with their primitive appliances, did in a few hours what the united efforts of three steamers had been unable to achieve. During July the British gun-boat Moorhen, a vessel of large size but flat-bottomed and drawing only 33 inches, made a successful trip up the North River as far as Shiuchow, 200 miles north of this port. Such trips are possible only during the high-water season, and it must not be inferred therefrom that the river is navigable all the year round for other than extremely lighted-draught (say, 12-inch) flat-bottomed vessels. On the 27th November a disturbance, caused by the imposition of new taxes on Samshui distilleries took place at Kongmoon, lasting for three days. Several highway robberies were reported during the year. Each China New Year is generally preceded by half a dozen reports of piratical exploits; they have not the importance which uninitiated persons attribute to them. Junks and rafts which prv Hangshui, or blackmail, at certain places and to certain men are not interfered with, and they receive a protecting flag. At times, when bid crops come to increase misery, and money is wanted to pass New Year, the plundering of a steamer, or a rich junk is ordered; and then the companions proceed to various ports to board the steamer as innocent passengers, secure good berths, collect information, and, when the ship reaches a certail spot, they draw their revolvers, not to kill, but merely to frighten their brotherpassengers and make them more easily comprehend their declarations, to wit, that the elilers are in want of money, that the society is. poor, that the members find themselves compelled to "borrow" this or that from their brothers (the passengers). Business is done politely, and it is only in self-defence or to punish aggression that shooting takes place. Such attacks are very rare, and they cannot take place where captains carefully search their passengers. South China is safer than many Occidental countries; outrages do happen, but proportionately fewer than in Europe. The officials, with their handful of soldiers, work wonders in protection matters, and they deserve praise, not blame. Moreover, the native is not anti-Foreign, and, provided no design be shown of annexing his land or confiscating his goods, he generally shows himself friendly and progressive.

J. A. VAN AALST, Commissioner of Customs. Samshui, 14th February, 1903.

"LITTLE ENGLAND BEYOND

WALES."

The damp and the varying climate of " Little England beyond Wales," as the country of Pembrokeshire is sometimes called, was responsible for the painful experiences of William Charles, a dairyman, of the Observatory, Hakin, near Milford Haven. "He has aroused interest in Pembroke, as he has been known to be a sufferer from rheumatic fever for very many years, and from its after effects, and experienced a wonderful cure by Dr. Williams' pink pills

for pale people. He said : "Eight or nine years ago I had a most severe attack of rheumatic fever. In spite of all the doctors. I did not rally, and all hope of my complete recovery was practically given up. You are no doubt aware that rheumatic fever always leaves something behind it, often a weakness of the heart, and that is why assurance companies won't accept a risk on the life of one who has suffered from the disease In my case the rheumatic pains became chronic and for seven years I was a confirmed invalid. A neighbour told me of Dr. Williams' pink pills, and, in spite of my state, advised me to give them a trial, saying that in cases which all ordinary medicines were powerless to touch, these pills have effected their most astonishing cures. I took the pills after each meal. They are not purgative, but, on the contrary, strengthening, and although I did not feel much good from the first bottle, my wife persuaded me to persevere with a second. I felt a distinct improvement from that bottle, and before long the racking pains gradually left me and I was able to take food as I had not been able to do for years. I have never looked back since The stiffness and pain never troubled me again."

A good deal is being said in the daily papers on the practice of substitution by shopkeepers who, when asked for well-known remedies, try to sell worthless substitutes for the sake of greater profit. It is therefore interesting to note that the pills which cured. Mr. Charles were the genuine pills. The genuine Dr. Williams' have cured paralysis, locomotor ataxy, rheumatism, and sciatica, and all diseases arising from impoverishment of the blood, scrofula, rickets, chronic erysipelas, consumption of the bowels and lungs, angemia, pale and sallow complexion, general muscular weakness, loss of appetite, palpitations, pains in the back, nervous headache and neuralgia. Purchasers should therefore take pains to see that the pills bear the full name, Dr. Williams' pink pills for pale people; otherwise they are worthless. Dr. Williams' medicine company, Holborn-viaduct, London, send a bottle post free for two and ninepence if there is doubt. Dr. Williams pink pills are noted for their good effects on Women. They are the greatest and safest general tonic medicine ever dis-

covered, The permanence of their effect is proved by Mr. Charles' caso.

"You are quite recovered?" he was asked. "Yes, perfectly, and able to follow all my duties about the farm. Further, as you see, I am afraid not even of the severest weather-a marvellous thing on one who has had the experience I have had in the damp and varying climate of Little England beyond Water,"

#### Untimations.

THE

## ROBINSON PIANO

Co., LTD.

NOTE.

#### ENTIRELY STOCK NEW

ARRÍVING. SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR

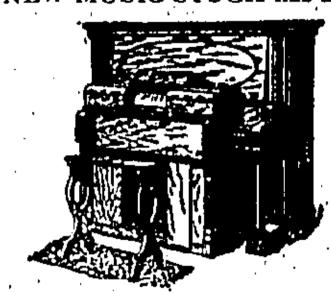
MR. ROBINSON,

NOW IN EUROPE.

## REDUCTIONS

in our present stock of Pianos and Musical

Our NEW MUSIC STOCK has arrived.



#### THE APOLLO PIANO MASTER PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger

than the first one that she gave. Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen." Hongkong, 28th October, 1903.

THE CHINA & JAPAN TELEPHONE, AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.-A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES CRIPTION IN STOCK. INCLUDING:-

Batteries,

CHEMICALS,

Insulators,

IGHTNING CONDUCTORS

TELEPHONES.

TATIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS. Erected and kept in order.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:--2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON. A.M. INST. C.E.,

-Manager

Hongkong, and April, 1903.

#### Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED). TO-MORROW, the 24th November, 1903, at 2 P.M.,

. METROPOLE HOTEL, Shau-ki-wan Road, 課金 教学SUNDRY HOUSE'HOLD FURNITURE,

ohit Comprising :--DOUBLE and SINGLE BEDSTEADS. TOILET TABLES, WARDROBES, DIN-ING TABLES and CHAIRS, &c. &c.;

ONE COTTAGE PIANO by BROAD-WOOD: ONE LARGE IRON SAFE by PHILLIPS, BIRMINGHAM; ONE BIL-LIARD TABLE by THURSTON, LON-DON; LARGE and SMALL ROUND

A number of PLANTS with and without Catalogues will be issued.

TERMS :-- As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 23rd November, 1903.

PUBLIC AUCTION.

THE Undersigned have received instructions PUBLIC AUCTION,

WEDNESDAY, the 25th November, 1903, at 10 A.M.,

H.M. NAVAL YARD, SUNDRY NAVAL, OBSOLETE AND CONDEMNED STORES, Comprising:

Boat's Boiler (about 40 H.P.), Old Brass, Copper, Iron. Paper Stuff, Rags, Canvas, Clothing, Implements,

Catalogues will be issued, TERMS OF SALE :- As customary. HUGHES & HOUGH, Government Auctioneers Hongkong, 19th November, 1903.

[1389e

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

FRIDAY, the 27th November, 1903, at 11.30 A.M., SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street A VERY FINE COLLECTION OF

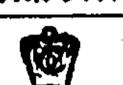
CLOISONNE WARE, Comprising: Assortment of VASES, SOAP BOXES, INCENSE BURNERS CAKE BOXES, -Wall Plates, tea pots, tea cases, NAPKIN RINGS, BUCKLES, FLOWER POTS, CIGARETTE CASES, TRAYS, ASH TRAYS, TOBACCO SETS, &c., &c., &c.

N.B.—After I of 100 the sale will be stopped and resumed at 2.30 p.m. The above will be on view from Monday, the 23rd instant.

Catalogues will be issued, TERMS :-- As usual. HUGHES & HOUGH,

Auctioneers. Hongkong, 20th November, 1903.

Masonic.



EOTHEN MARK LODGE, No. 264.

REGULAR MEETING above LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TO-MORROW, the 24th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 23rd November, 1003.

#### Potices of Firms.

BANQUE DE L'INDO-CHINE. HONGKONG AGENCY.

AVING returned to this Colony, I will II RESUME the management of this Agency on Monday, 23rd November, 1903. LOUIS BERINDOAGUE,

Manager. Hongkong, 21st November, 1903.

NOTICE. WE have this day authorized Mr. M. HIGASA to sign our firm per pro-

MIDZUSHIMA & Co. Hongkong, 21st November, 1903.

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRAC-TICE will take place from the undermen-tioned Batteries and on the dates as specified Fly Point and Upper Belcher Batteries in a

direction to the South of Chung Hue Island at a range of about 4,500 yards, on the 25th November, 1903. Stonecutters South Shore and East Batteries in a South-Westerly direction at ranges from 2,000 to 3,000 yards, on the 27th. November, 1903.

Lyemun (Pak-sha-wan and Sy-wan Patteries) in the direction of the entrance to Junk Bay at ranges from 2,000 to 4,000 yards, on the 28th November, 1903. Practice will commence at 9 A.M. daily, and and about II A.M. daily, if the range is clear. By Command,

F. H. MAY, - Colonial Secretary. Colonial Secretary's Office, Hongkong, 19th November, 1903. EUTSCHE WEINGESELLSCHAFT DUHR & CO., COELN.

STOCK ON HAND OF AHRBLEICHART, a red Ahr Wine at \$18.50 GRAACHER, Moselle ......at \$16.50 LAUBENHEIMER, Hock ...., at \$15.00 All per Case of 24 Quarts.

Price Reductions for Larger Orders. GROSSMANN & CO. Hopekong, 16th October, 1903.

Mails.

## NIPPON YUSEN KAISHA.

#### (THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.-SUBJECT TO ALTERATION,

DESTINATIONS. STEAMERS. HIROSHIMA MARU ...... MOJI, KOBE and YOKOHAMA J. Nagao ..... MARSEILLES, LONDON & ANT- SATURDAY, 28th Nov., SADO MARU ...... WERP, VIA SINGAPORE, PENANG, S. J. G. Parsons...... COLOMBO and PORT SAID ...... IDZUMI MARU ..... BOMBAY, VIA J'ORTS..... M. Yagi ..... VICTORIA, B.C., and SEATTLE, SHINANO MARU# .....

U.S.A., VIA SHANGHAI, MOJI, KOBE W.Thompsen..... and YOKOHAMA ..... BOMBAY, VIA SINGAPORE AND TUESDAY, 1st December BOMBAY MARU..... COLOMBO ..... YAWATA MARU ...... [NAGASAKI, KOBE and YOKO-] WEDNESDAY, 2nd Dec., 1 A. E. Moses ...... HAMA \* Through Passenger Tickets issued for the Principal Cities in the United States, Canad

and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamen Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company Local Branch Office in Prince's Building, 1st Floor, Chater Road,

Manager.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT, MARSEIL

LES, MEDITERRANEAN AND BLACK

SEA PORTS, LONDON, HAVRE,

PORTS OF BRAZIL AND RIVER PLATE

N TUESDAY, the 1st December, 1903

"MANCHE," Captain Moirano, will be des

patched for SAIGON, with Mails, Passengers

Specie and Cargo to Europe and Ports of Cal

for transhipment to S.S. Himalaya connecting

don as well as for Marseilles, and accepted i

transit through Marseilles for the principal

Cargo and Specie will be registered for Lor

Shipping Orders will be granted till. Noor

only on MONDAY, the 30th instant, Speci

and Parcels received until 4 P.M. on the sam

day. No Cargo will be received on board of

Parcels are not to be sent on board, the

For further Particulars, apply at the Con-

Unsurances.

NEW ZEALAND INSURANCE

COMPANY.

FIRE AND MARINE.

ESTABLISHED 1859.

TAVING been appointed AGENTS for the

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG,

THE Undersigned AGENTS of the about

To be Net.

TO LET.

NTO. 1, RIPON TERRACE (in FLATS)

facing Race Course.

the Pole Ground.

HOUSES in WONG NEI CHONG ROA

FLATS in Moreton Terrace, facing

OFFICES now in course of erection, Co.

GODOWNS for Coal or Yarn, PRAY

THE HONGKONG LAND INVEST

Hongkong, 12th November, 1903. 1135

TO LET.

CHEAPEST HOUSES IN THE COLONY.

A FORRISON HILL GAP ROAD. NI

IVI Houses, 4 Rooms, Bath Rooms, Ot

houses and Verandahs. Only \$40 inclusi

WILD DELL BUILDINGS, No. 1

Hongkong, 12th September, 1903. [91]

S. A. SETH,

Land and Estate Brok

Dairy Farm Co., Ltd

BEER

WANCHAI ROAD. Comfortable and A

MENT & AGENCY CO., LD.

GODOWNS in BLUE BUILDINGS.

NAUGHT ROAD (near BLAKE PIER)

Company are prepared to accept Fir Class FOREIGN and CHINESE RISKS

Hongkong, 5th November, 1903.

Hangkang, 28th May, 1891.

CURRENT RATES.

above Company, we are prepared

Hongkong, 21st November, 1903

G. DE CHAMPEAUX,

Agent

REISS & CO.,

Agents.

SIEMSSEN & Co.

at Colombo with 8.8. Sydney.

places of Europe.

TÚESDAY.

at I P.M., the Company's Steamship

BORDEAUX;

A. S MIHARA.

SAILING DATES,

Daylight.

SATURDAY, 28th Nov.,

SATURDAY, 28th Nov.,

FRIDAY, 27th Nov.,

Daylight.

Hongkong, 20th November, 1903.

#### NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN; KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-	04.
Tacoma* Victoria* Tremont Lyra	2,812 3,502 9,606 4,417	A. Dixon M. Ridley J. Truebridge T. W. Garlick G. V. Williams W. M. Smith	Dec. Dec. Dec. Jan.	1

1 Not calling at Shanghai. Steamers marked (\*) have no second-class passenger accommodation.

must be left at the Agency's Office. Content The attention of passengers is directed to and Value of Packages are required. the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastein pany's Office. Cities of the United States and to Europe. .Special rates allowed to members of Govern-

ment Services. Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

Passage, apply to DODWELL, & CO., LIMITED,

For further Information as to Freight or

General Agents.

Hongkong, 23rd November, 1903.

Hotel,

#### KING EDWARD issue Policies of Insurance at Current Rates. HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS

PRIVATE BAR BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

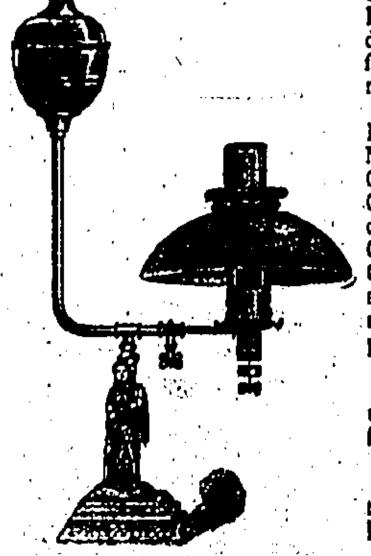
Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D' Hote at Separate Tables:

For Terms, &c., apply to the MANAGER.

Hangkong, 23rd October, 1902.

For Sale.

FOR SALE.



Hongkong, 17th Nevember, 1903.

INCANDE-SCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent of Taxes. Mantles. Chimneys, Flats of 2 or 3 Rooms, from \$25 inclusive Gasoline and Taxes. Gas Lamps at the most moderate prices. Lamps fixed

up for Buyers free of charge

Naphtha of and any other Chemicals. the best kind

kept in stock. or 6 doz. pints. TAI KWONG CO.,

56, Lyndhurst Terrace.

PRICE \$10.50 per case of 48 bottles (quar

TUBORG

Special Prices for Quantities, Sole Agents :---

SIEMSSEN & CO Hongkong, 10th January, 1901,

FIRST Class PILSENER BEH

guaranteed free from Salicylic Ac

#### Untimations.

WATSON & CO.

LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. (84).

ESTEPHE ..... \$ 8.00 \$ 9.00 JULIEN..... 10.00 11.00 ROSE ..... 13.50 HATEAU HAUT BRION LARRIVET ... 20.00 HATEAU MOUTON FARMAILHACQ ..... 24.00 LATEAU PONTET ANET ..... 28.00 TATEAU LA TOUR

CARNET ..... 33.00

ATEÂU RAUZAN..... 48.00

ATEAU LAFITE ..... 54.00

All less 10% discount on account of Cui t Exchange.

These CLARETS are specially selected lobtained from the LEADING FRENCE OWERS; they are of exceptional value in fine condition.

THE CHATEAU BRANDS

recommended to the notice of Consseurs as high-class after-dinner Wines.

S. WATSON & Co. LIMITED,

HE HONGKONG DISPENSARY.

TELEPHONE NO. 15%. CABLE ADDRESS: "ACHEE," HONGKONG A. B. C. CODE, 4TH EDITION.

ESTABLISHED (1859)

TEMPORARY STORE: FLOOR, 12, QUEEN'S ROAD. (above Messrs. H. PRICE & Co.)

MAS & NEW YEAR CARDS.

# DEALERS.

AWING-ROOM DINING-ROOM, and BED-ROOM FURNITURE.

ECTRO-PLATED, GLASS; and . CHINA WARES.

STEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS,

WHITE TURKISH TOWELS COUNTERPANES. OKING RANGES,

KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

HOTOGRAPHIC DEPARTMENT. VELOPING and PRINTING UNDERTAKEN for AMATEURS GOOD WORK.

PROMPT RETURN. longkong, 29th August, 1903.

### ARMICHAEL CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS, URVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

ELEGRAMS: "CARMICHAEL," Hongkong. . B. C. Code, 4th Edition. C't Code

Lieber's Standard Code. RLEPONE, 232. Horgkong, 20th March, 1903.

Beer to drink in the tropics is the Beer

Mide in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, I. Ice House Road, and should be accompanied by the Writer's Name and Or theory pasiness communications should be addressed

The Editor will not undertake to be responsible for say rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE).

DALLY-\$30 per annum. WEEKLY-\$13 per arriem.

The rates per quarter and per mensein, proportional. The daily issue is delivered free when the address is necessible to messenger. On copies sent by post an - additional \$1.80 per quarter is charged for portago. The postago on the weekly issue to any part of the world is 80 cents per quarter. Single Copies Daily, ten cents: Weekly, twenty-

## The Hongkong Celegraph

HONGKONG, MONDAY, NOVEMBER 23, 1903.

THE PRENCH MAIL SERVICE.

The Torikin papers report that important changes in the Messageries Maritimes mail service to the Far East are contemplated. Should these modifications take place this port will no longer be visited by the big steamers of the French Company. A Hanoi issue of the 14th inst. states that the M. M. Co. have come to an arrangement with the the 1st January next, Yokohama' will cease floating the tricouleue. According to our confeère, the steamers will go on from Saigon to Haiphong and will discharge their cargoes to Japan viá Hongkong and Shanghai will be ensured by the fleet of small boats at present running between Saigon and Tonking viz.:-The Tamise, Haiphong and Manche. These are vessels of from 1,500 to 2,000 tons register. On being interviewed by our representant, M. de Champeaux, agent for the Messageries Maritimes in Hongkong, kindly informed us that he had, as yet, received no information with regard to this important change in the service of the company, and added that he did not place any trust in the news given by our Tonkinese contemporary. However, there can be no doubt, that for some time past, the French Government in Indo-China have been making stenuous efforts to induce the M. M. to run their big steamers on to Haiphong. The access to that port has been considerably improved within the last two years and the canal at Dinh-vu, opened last year, enables steamers drawing not more than 21 feet to go up the river at all tides. Considerable sums of money have also been spent in building fine wharves at which steamers with a draft of as much as 27 feet can lie and discharge. A further sum of £80,000 is to be expended in prolonging these wharves along the river front of the town, so that they will have a total length of something like seven hundred yards, and in erecting new and more extensive customhouse godowns. It is therefore somewhat natural that the French authorities should like to see their big mail-boats running from Marseilles to the chief sea-port of Tonking.

HONGKONG v. SHANGHAI DOCK

In reporting the arrival recently of the U.S. monitor Monterey from the North to he docked in Hongkong for repairs to her boilers, we made the following observations: "That our docking establishment is being once more restored in favour with the Navat authorities of the U.S. Government, must be satisfactory to those interested in the largest ship-building and repairing concern in the East. At one time it was a matter of common complaint that war vessels of the United States navy in these waters, requiring repairs, gave Hongkong a wide berth, and Shanghai, it was alleged, had usurped the favours which formerly were a monopoly of Hongkong. From the list of American transports and other vessels that have recently passed through the hands of the Hongkong and Whampoa Dock Co., there are ample evidences that the proportion of American warships in Far Eastern waters docked in Hongkong is still greatly in excess of the number docked anywhere else." We note that our Northern contemporaries have been quoting our report. The Times and the Gazette, in commenting upon the "lifting of the job from Shanghai, inquired whether ship-repairing had become a dead industry in the Model Settlement. The reply is apparently furnished by our senior morning contemporary in the North. In a paragraph printed in its issue of the 18th inst. the Daily News remarks,-" We trust that no shareholders in S. C. Farnham, Boyd and Co., Ld., have been needlessly alarmed by the recent premature exultation of the Hongkong Telegraph over the supposed abandonment of the docks at Shanghai by the American navy. It will interest them to know that no less than fourteen American warships and transports have had repairs here during the past year, and ten of them have been docked here, one twice. The Monterey over which the Hongkong Telegraph is

[355e jubilant, went south to go to her station. THE Beer to drink in the tropics is the Beer made in the tropics-SAN MIGURL

The Don, Juan de Austria would have docked here, but was ordered away in search of the Benjamin Sewall, and the Monadnock and Villalobos are to dock very shortly. Our readers will undoubtedly do us the justice to admit that, in the report we reprint above, we indulged in no "premature exultation" over the fact that the Monterey was to be docked here in preference to Shanghai. We reported the news as an interesting item to the Colony especially so to the large number of people here and abroad concerned in the most important local industry. Our remark, however unpalatable to shareholders in the rival concern in the northern port, is beyond dispute amply borne out by fact to any one at all acquainted with the present direction of the Hongkong and Whampoa Dock Co. The Monterey did not come down South in consequence of a change of station only. As a matter of fact, she was docked at Kowloon on the 14th inst. and has since been undocked, on the completion of the necessary repairs. Glancing at the official daily returns of vessels docked, which is published in the Hongkong Telegraph, we find that for the past three months since the | D. News. 23rd August no less than eight vessels of the American Government have been docked contemporary, the Avenir du Tankin in its here at different dates. To be precise, they are the Callao and the transport Sumner (Aug. 25); transports Seward and Wright French Colonial Government whereby, from [Oct. 14 and Oct. 15, respectively); Thin Juan de Austria (Oct. 24), the monitor to be the terminus for the big mail boats I Monterey and Ajan (Nov. 14), and the despatch boat Zafiro (Nov. 18). We mention these facts in detail not in disparagement of the justly-famed establishment of Messrs. in Halong Bay. The service from Haiphong | Farnham, Boyd & Co. to whom we are glad to be able to accord the palm for out-doing the Hongkong Dock Co. in securing the Munchen from their hands, but to award the fair meed of "honour, to whom honour is due." It is unquestionable that since the present directorate has been in office with their master hand at the helm, the destinies of the Hongkong and Whampoa Dock Co. could not be entrusted into safer hands. Such is the public opinion, and we claim to be in a special position to arrive at correct knowledge of the subject in question.

### LOCAL AND GENERAL

An American Citizen" not having submit red his name, his communication cannot b printed.

THE-wreck of the British ship Falls of Ettrick has been sold by auction at Batavia for 1,010 guilders. The boats fetched 210 guilders.

THE Indian Government has reduced the and good conduct medal for native soldiers from 20 to 18 years.

Peking. He has been dismissed from office; for causing the exection of 200 (?) mounted bandi's hired by Russia. 🕟

CAPTAIN Barton of the s.s. Clavering, from Moji, reports that at 4 p.m. on the 21st inst., he passed a deserted water-logged fishing boat S.S. W., 6 miles from the Lammocks.

circulary on the beet sugar trade, states that the production during September showed an increase of 29,000 tons, and that the total production for the campaign shows a surplus of 328,000 tons.

THE engineers employed at the works on the Clyde are making a levy in aid of the German Metal Workers' Union which is struggling for a reduction of hours. The levy is to reciprocate the German contribution of £14,500 made to the engineers during their strike in 1897.

OWING to slackness of work in the construction branch of the Railway Department, at Melbourne, half a dozen of the surveyors and, engineers have left for Malay Peninsula, where the British Government is constructing a railway from Scremban through Johore to the seaport, facing the Island of Singapore. Another batch of six left six months ago.

THE American bark Prosper, one of the swiftest "windjammers" on the Pacific, has made another record trip. She sailed into Manila harbour on 17th inst., only 61 days from San Francisco, with 850,000 feet of lumber on board, consigned to Findlay & Company. The Presper holds the record between Shanghai and San Francisco. Sailing from the former port on October 1st., she laid over 11 days at Kobe and reached San Francisco on November 1st., in advance of the mail steamer that left Shanghai for Frisco with her.

SEVERAL of the Tonking papers complain bitterly of the misconduct of the French soldiers belonging to the garrison at Ilanoi. Our contemporaries state that it is of daily occurrence to streets, followed by a crowd of jeering natives, or being paraded round the town in a ricksha whilst sleeping off the effects of their intemporance. The Avenir du Tankin appeals to the General Commanding-in-Chief to take urgent measures to stay the increase of drunkenness in the colonial army. - A few days ago a pas-ing civilian was sériously assaulted in the street by a drunken and infuriated artilleryman and to give you a title. several men of the Colonial Infantry recently wrecked a native theatre and maltreated a Council then. number of Annamese because they were requested to pay before being allowed to enter.

THE Beer toidrink in the tropics is the Beer

made in the tropics-SAN MIGUEL;

THE difference in the temperature between the Peak and the city was very marked this morning. At the higher altitude the thermometer registered 58° F. while in Victoria it was:

A MOTION was presented to the Mixed Cour at Shanghai by Mr. Ellis on behalf of Messrs Bisset and Co. to obtain possession of the building in which the "Supao" prisoners published their paper until its suppression. the building, which is in Hankow Road, is locked under the seal of the Mixed Court, and the printing plant and machinery are contained therein. Mr. Ellis also isked for a payment of one-half of the rent by the Chinese Government. The Assessor stated that the "Supao" prisoners were responsible for the rent, but that, inasmuch as the building was closed by older of the Taotai, the Chinese should pay one-half of the rent. The decision on this point, however, was reserved. The Assessor Fresp indentsalso stated that an order would be issued for the removal of the contents of the building and that it would be turned over to Messis. Bisset and Co. The printing plant and machinery will be removed to a suitable place for storage. and will be sealed by the Mixed Court until the determination of the "cupao" case.-N. C.

LAND COURT APPEAL CASE.

ANOTHER MOTION.

Sir William M. Goodman, Chief Justice, and Mr. A. G. Wise (Puisne Judge), sitting in appellate jurisdiction at the Surpreme Court this morning, heard an application by Mr. M. W. Stade for leave to add the names of two Chinese parties as respondents in the appeal from a decision of the Land Court in the case of Lam Tseung Fuk and Lam Tak Luk, who claimed a tract of foreshore and sea-bed, extending from the old boundary of British Kowlnon for a distance of 12 miles in front of Kowloon City and the village of Chinwan.

Mr. M. W Slade was instructed by Mr. F. B. Deacon, of Messrs. Deacon and Hastings, while the Attorne; -General (Hon. Sir H. S. Ber-(instructed by the Crown Solicitor, Mr. F. B. L.) Bowley) opposed the application, and Mr. F. P. | been allowed by the Land Court; time for Bett (from Mr. G. K. Hall Brutton), watched the motion on behalf of the claimants.

The Chief Justice asked why the application had not been made sooner, considering that leave to appeal was granted three months ago. Mr. Slade replied that he had expected the Crown to join them, as, indeed, it would have been a proper course for them to have taken. It was obvious to anybody who had read the evidence taken in the Court below that unless the Crown adduced further evidence they could not possibly succeed, and it was not until the 13th November that they did obtain leave to adduce that further evidence. Until that time it did not seem to be necessary for the assignees to put themselves to the expense of period of qualifying service for the long service | being made parties even if the Crown were not | parties, whether plaintiffs or defendants, who going to do so, and as soon as the Crown | ought to have been joined, or whose hames obtained leave to adduce fresh evidence then YUAN, Taotai of Ho-o-chen, has arrived in to get themselves made parties. Counsel preceded to place before the Court the position of the assigners, as set forth in an affidavit of Mr. F. B. Deacon, filed on the 18th November, and pointing out that they purchased from the purchasers of the original claimants, whose claims, amounting to an area of 40.69 acres, was allowed by the Land Court on the. 7th December, 1901. On the 15th January, 1902, applicants' solicitors wrote to the Colonial HERR F. O. Licht, of Magdeburg, in his | Secretary inquaing if a certificate of title would be issued, as claimants wished to deal with the property. On the 4th February the Colonial Secretary replied that it had not been considered expedient to issue a firmal certificate of title pending the determination of the exact amount of taxes payable on the land;

> but it was hoped that that would be settled at no very distant date. The Chief Justice thought no duty was cast upon the Crown Solicitor to add the applicants as parties, as the only question to be dealt with was whether the judgment of the Land Court was right or not, and whether one of the docu-

ments was trustworthy. Mr. Slade submitted that applicants had the whole of the right, title and interest of the claimants. In fact, under the title allowed by

Ordinance they were in possession The Attorney General pointed out that they

had no posseusory title. -Mr. Slade maintained that they had a title, allowed by the I and Court under the Ordinance, and, moreover, one which was strengthened by the Colonial Secretary's letter, which could only mean that the Government would grant an

appropriate title as soon as the exact amount of taxes was settled. to say we very nearly did the Government, and we have a letter from the Colonial Secretary

saying they were not going to give a title until

certain matters had been settled. Mr. Slade:—It lays in our mouths, The Chief Justice:—The question is whether you have an interest in this matter. This is an appeal from a judgment in favour of the claimmeet intoxicated troopers tottering through the ants, and if the appeal is dismissed you will be able to have the rights of the claimant; but if it is successful, and it is shown the judgment was erroneously obtained from the Land Court, you will have to turn round on the claimants and

deal with them. The Puisne Judge:-Supposing we upset the I and Court's decision we are not going to say the land belongs to you. I am not going

Mr. Slade:-I will get it from the Privy The Ghief Justice: You won't get it from

me, I can a sure you. THE Beer to drink in the tropics is the Bere made in the tropics—SAN MIGUEL.

Mr. Slade :- It has to be decided some time or another; for it clearly, comes within the words of the section.

The Chief Justice pointed out that the 68° F. Peakites are experiencing delightful question was whether the parties should be first to lasmade respondents or not. The Attorney General thought the proper

course would be for them to watch the pro-

Mr. Slade:-The question is who is entitled to this piece of land?

The Chief Justice :- No, it is not. Mr. Slade: -Yes, my lord.

The Chief Justice :- Pardon me. There have been five or six claims made and they are barred. Mr. Slade: - 1 submit, my Lords, the question to be decided by this Court is. Who is

entitled to this land? The Puisne Judge: «No, no. Mr. Slade :- Allow me to finish my sentence.

Who is entitled to this land—the Crown or the

Mr. Slade: Or the respondents, or the cople who have bought from them.

The Chief Justice :-- We are dealing with whether a judgment given on a certain date is correct. What happens since then does not matter in the least.

The Attorney General :- All the transactions are subsequent to the judgment of the Land

After further argument,

The Chief Justice said he entertained the view that he was to decide as to whether the decision of the Land Court was right or not.

Mr. Slade argued that it was a perfectly well defined principle of English law, laid down in many cases, that no Act of Parliament could be ever constitued by any Court of law so as to effect rights acquired in the pat unless those rights were effected in the clearest and most unmistakable language. The ordinance under which the Crown obtained leave to appeal did not contain any reference whatever to purchasers from the original claimants. Their position, as assignees from the original claimants, was absolutely unaffected by Ordinance, 13 of 1903. At the time when keiey), with whom was Mr. E. H. Sharp, K.C., the applicants purchased the property the vendors had indefeasible rights; their title had appealing had passed; the Crown recognised that decision and they were indefeasibly and absolutely entitled to either the land or compensation. The assignees were the persons owning the land, and he was entitled to be heard on the question, and to put forward such matters as hid arisen between the original action and the appeal, to show that appellants had lost their rights to the lind. He desired to put forward certain matters which had arisen subsequent to the decision of the Land Court, and on those grounds submitted he was within the words of the Code, section 63, setting forth that, "the Court may at any stage of the proceedings, either on or without the application of either party, order that the names of any before the Court may be necessary in order to it became of vital importance to the assignees | enable the Court effectually and completely to adjudicate upon and settle all the questions

involved in the cause or matter." The Chief Justice pointed out that in the event of their ruling that the decision of the Land Court was correct there would be nothing to prevent him bringing an action against the Crown. He drew Counsel's attention to section 2 of Ordinance 13 of 1903 empowering the Supreme Court to grant fo the Crown leave to appeal from any decision of the Land Court, and argued that what had 'aken place since the decision in question could not in the slightest degree affect the question as to whether such decision was correct or not.

Mr. Slade deferentially contended that his Lordship was confusing the form with the substance. The form of the matter was an appeal from a decision, while the substance was the subject matter of litigation and the rights of the parties to that subject matter. In the present case the subject matter was certain land in the New Territory. There were two claimants to the land-one the Crown, the other certain parties. Their Lordships were asked to decide, on appeal, which of those two parties were entitled to the land, and that was why he desired, as representing one of the assignces of one of those parties, to be present at the hearing of the appeal. It was not a mer question as to whether certain members of the Land Court had judged rightly the facts then before them; but they had to try the substance of the matter-who was entitled to the landthe Crown or the assignees. That was his case and, on those grounds, he submitted his clients should be made parties to the suit.

The Attorney-General maintained that Mr. Slade misconceived his position and that of The Chief Justice:—If the claimants obtain. I his clients, the assignees; for not only was ed this judgment of the Land Court by fraud- he not entitled to the right, but their Lord-I don't for a moment say they did-but suppos- ships would be altogether travelling out of the ing they did, it would not lay in their mouths ordinary and proper course if they joined his clients as respondents. As to Counsel's argument, that under section 62 of the Code they could be made respondents, he pointed out that the assignees had not acquired any interest in the property until after the Court below had heard and determined the claim. Counse had, further, misconceived the effect of section 15 of the Land Courts Ordinance, having overlooked the fact that the word "authorises" in the preceding sentence had no relation whatever to the subsequent sentence. In fact, i struck him, as it must have struck everyone, that the application was extremely stale, and there was no excuse whatever for the negligence of the respondents in not making the application much earlier. Having dealt with the point, the maintained that applicants could not be added as respondents because they were not claimants in the Land Court, and even supposing they were he would be unable to support the position, because, according to the law of China,

THE Beer to drink in the troples is the Beer I made in the tropics—SAN MIGUEL.

there were no such documents as assignments, applicants had failed to show any ground for. consideration by the Court, if it had the power, because they had been guilty of breaches from

Mr. Slade replied, arguing that applicants. had greater interests at stake than the present respondents; they had points they were desirous of raising on appeal that were not open to them (respondents), and under the wording of the rule the Court ought to make them parties, THE JUDGMENT.

In giving judgment, the Chief Justice said that on the 3rd December, 1900, two claimants -Lam Tseung Fuk and Lam Tek Luklaid claim to certain land in the New Territory, and on the 7th December, 1901, the decision of the Land Court was given in favour of the claimants. It was the duty of the Land Court, if it allowed the claim, under section 14, to tepo:t that allowance to the Governor in due course in order that he might order a title, appropriate to the case, to be The Chief Justice:-The Crown or the granted, or else, if he thought it inexpedient to grant a title to refer the matter back to the Court to award c mpensation. The Crown was not represedted at the hearing, but, in one sense, it is a standing claimant to all land, because by Section 15 of the Ordinance, all land is declared to be the property of the Crown: except such property as persons show a claim to. It was discovered, or the Crown supposed they had discovered, there had been some mistake in the decision of the Land Court owing, among otherthings, to the fact that one of the documents, a very important one, brought before the Court was alleged to be a forgery. That allegationwas made in an affidavit filed by Mr. Bowley on the 24th August last, and the following day the Attorney General appeared before the Court and was given leave to appeal. Any doubt as to whether the Crown was bound by the menning of the word "claim" in the old Ordinance was set at rest by the special Ordinance, No. 13 of 1903, which gave the Chief Justice, upon good cause being shewn, to grant leave for the Attorney General to appeal to the Full Court from any decision of the Land Court whether the Crown was represented before the Land Court or not. The order recited, among other things, that upon reading the affidavit of the Crown Solicitor, of the 24th 'Augus', 1903, leave had been granted to the Crown to appeal. The order contained in it reference to the affidavit on which it was granted, and which every solicitor in the Colony knew must have been filed in Court. The order was served upon the solicitors for the present applicants and, he supposed, solicitors for the claimants (for they were the same people) in August last. It seemed to him a very strange thing, if considering that those solicitors were claiming on behalf of their clients, as compensation, some \$488,00, they should not have taken the trouble to refer to what must have been open to them on the files of the Court—the affidavit on which the Court had acted ex parte to grant leave to appeal. If they had read it one would have thought if they wanted certain other persons made respondents in the appeal they would have applied to the Court without delay. He was told by Counsel that no one from the office of that solicitor did read the affidavit and, in fact, the solicitor did not know what the affidavit contained. He accepted the statement, although he considered it was a very strange thing no trouble was taken in the matter when such an enormous sum was envolved. Be that as it may, he was inclined think there was a great deal of delay in making the application; but he did not decide the question on that ground. But upon the real injerits of the application—what had the Court to decide? He was not in any way wishing to preclude any claims, but those now made were entirely different from the ones made by the person who said he had established his title before the Court. He did not propose to complicate the question before the Court by introducing a number of parties who had taken assignments or made contracts with the original claimants some time after the decision was given. Therefore, for his own part, he was not inclined to add the parties as respondents. If they had rights different from the rights of the original claimants they could bring them to the notice of the Court in any way they thought fit. He had no power whatever, excepting that given him by the Statute, and looking at the wording of the Statute, he did not think it contemplated a number of subsequent assignees being made parties as to whether a decision was a good one or not.

> The Puisne Judge said the application ought to be refused, as it did not appear to him that the addition of the applicants as respondents would better enable the Court to come to a decision in the case, because they had to decide whether the Land Court was right or not. At the time the decision was given, the application, so far as the present case was concerned, did not exist, and was really made to try and get a title out of the Court, and he was not inclined

Therefore, he declined to add the assignees

The application was, t'erefore, dismissed

#### SHIPPING AND MAILS.

MAILS DUE. Canadian (Empress of Japan) to morrow. German (Hamburg) 25th inst. German (König Albert) 25th inst, American (Coplic) 27th inst. Tacoma (Tacoma) 4th prox. French (Australien) 8th prox. American (America Maru) 8th prox. Canadian (Tartar) 9th prox. Tacoma (Victoria) 13th prox.

The Boston S. S. Co.'s s.s. Shawmut arrived at Kobe on 21st inst. The Imperial German Mail s.s. König Albert

left Singapore on zoth inst., at 6 p.m., and may be expected here on 25th inst., at 6 a.m. The Imperial German Mail s.s. Hamburg lest Shanghai on Saturday, at 11 a.m., and may

be expected here on Tuesday, at daylight. The N. Y. K. s.s. Ideumi Maru (Bombay Line) lest Moji for this port on 22nd inst., and is expected to arrive here on 26th inst. The N. Y. K. s.s. Bombiy Maru (Bombay-

Line) left Kobe for this port via Moji on 22nd inst., and is expected to arrive here on 29th inst. . The C. P. R. Co.'s a.s. Empress of India arrived at Nagasaki at 9 a.m., on 23rd inst, and lest again at 5 p.m., same day, for Kobe where

she is due to arrive at to p.m., on 24th inst. The C. P. R. Co.'s s.s. Empress of Japan arrived at Shanghai at I a.m., on 22nd inst., and left again at noon, same day, for Hongkong where she is due to arrive at 5 p.m., on 24th

And and the health for a soul with the Charles of the contract THE Beer to drink in the tropics is the Beer made in the tropics-SAN MIGURL,

### ELEGRAMS.

(Reuter's.)

New Zealand.

London, 20th November. Mr. Seddon's Preferential Bill has passed the New Zealand, Parliament after a twentyfive hours' sitting.

The New Zealand preferential tariff has passed the Council and will be enforced immediately. It provides for the removal duty on tea grown in British Dominions.

Great Britain and Italy. The Italian Foreign Minister has had a long conference with Lord Lansdowne and

subsequently an audience with the King. German Decorations to Japanese. The Kaiser has conferred the order of the Red Eagle, first class, on the Japanese War Minister, Major-General Terauchi, and the order of the Crown on the Governor of Yokohama.:

#### The Panama Canal Treaty. The Panama, Canal Treaty has been

published. By it, the United States guarantee to maintain the independence of Panama and to pay \$250,000 annually after 1912.

#### The American Mediterranean Squadron.

2 ist November. The American Mediterranean Squadron has been ordered to leave Beirut.

Mr. Chamberlain's Fiscal Policy. A speech, made by Mr. Chamberlain at Cardiff on his Fiscal policy, was characterized by the utmost confidence. He thought that the Tariff reformers had made good progress and that Free Trade was doomed

## Lord Curzon's Tour.

Lord Curzon has arrived at Muscat where he held a grand Durbar. 💢

(Os ka Mainichi)

#### The American Cotton Crop. London, 9th November.

The official estimates of the American cotion -crop this season place the total yield at two million bales below last year's production.

#### Death of a Statesman. London, 9th November. Lord Rowton is dead.

[Lord Rowton, was private secretary to Lord Beaconsfield in 1866-68 and 1874-80. He was also Secretary for the Berlin Congress in 1878. He leaves no heir.—ED., H.K.T.]

(Japanese Exchanges.)

#### China and Moukden.

Peking, 7th November. At the conference of high Chinese officials in the presence of Their Majesties the Emperor and Downger Empress, a resolution was adopted in favour of throwing open Manchuria and as pointing Viceroys and, Governors, as inother provinces. It was proposed by Viceroy Chang to forward an official note from the Chinese Court to the Czar on the matter. Prince Ching and some others proposed that the Chinese Minister to Russia should be notified of the resolution and instructed to lay it before the Czar. The latter motion was adopted and the matter has been wired to the Chine e Minister. The Chinese officials are now waiting for a reply from the Minister to St. Felersburg. The influence of Great Britain, Japan and America on the leading Chinese officials has been more apparent of late, and the result is that the Chinese Government are taking up a resolute attitude toward Russia...

#### Russian Mobilization Denied.

Berlin, oth November. The report that the Russian Minister of War, General Kuropatkin, has ordered the mobilization of the 10th Army Corps for East Asia, is unfounded.

Peking, 10th November. Most of the Russian Legation officials here are opposed to the policy of re-occupying Moukden. They condemn the audacious movements of the Military men, who, they hold; are leading Russia into an awkward poition.

#### KIDNARPERS SENTENCED.

Early in the present month five robbers, - belonging to Lo Ting village, the other side of Canton, broke into a dwelling-house, shot the | ing the rate of speed at which she was going at master's son dead, and took away two young | the time, that the ship had a very lucky escape, girls to Canton, where they were met by two | for it appears that subsequent investigation women and a man living at 117, First Street, | showed that a coral pinnacle shoul exists at West Point. A bargain was struck and the this spot and that the Amphitrite might easily captured girls were sold for \$120 each and | have found considerably less water than she brought down to Hongkong. Insp. Hudson, did, in which case she would probably have R. G. O., hearing of the matter, proceeded to become a wreck. 117, West Point and, finding the two 'slave' girls, took them, together with the other two | that no very serious damage has resulted. women and man, to Insp. MacNab, No. 7 Police Station. The matter was investigated with the result that the man and his two accomplices were charged before Mr. Sercombe Smith with | rapidity while some, on the other hand, subkidnapping, and on Saturdary the former was | side in the same way, and possibly this may sent to prison for twelve months with hard labour and ordered to be exhibited in the stocks for six hours, with a placard hearing the inscription: "This man buys girls," while one reported a somewhat similar experience in the of the women was sentenced to a similar term of imprisonment and the other was discharged through insufficient evidence.

THE hull of the Amiral Gueydon, stranded on the Arabian Coast, was valued at £100,000, of which £16,000 was uninsured. The cargo was valued at another £100,000. The latest mail news about the vessel was that her position and condition rendered salvage operations possible, and there seemed to be a fair prospect of refleating and towing her into Perim.

#### HONGKONG NURSING INSTITUTION.

Following is the third annual report of this Society to be presented at the meeting on Wednesday next :-

The committee have pleasure in presenting the third annual report and statement of accounts to the abscriber

There has been no change in the nursing staff, the Institution still having the benefit of the services of Nurse Gray and Nurse Hair Against 257 and 290 days respectively in the previous year, they have been engaged during the last twelve months 265 and 260 days which indicates the continued appreciation and demand for the services of trained nurses.

It will be seen from the accounts that, including the amount of accided interest and taking into account debts outstanding and monies due, the working account, after repay ing in full the sum borrowed from the Guarantee Fund, is \$140.75 to the good for the year; but as this result is only arrived at by making use of the subscriptions for current expenses, instead of reserving them against cost of passages for the nursing staff, the committee can hardly regard it as satisfactory. In last, year's report it was pointed out that a sum of about \$6:0 should be annually set aside for passages. The Committee do not recommend raising the amount of the subscription as they think that it ought not to be difficult to get a greatly increased number of subscribers-there were only forty-five last year, and there must surely be many more persons in this Colony who are directly interested in keeping this Institution from gradually cating away its guarantee fund and thus coming to an untimely end.

It is with much satisfaction the committee. report having received a grant in aid of \$12,000 from the Government, which is to be held in connection with the guarantee fund for investment purposes only.

The sum to the credit of the guarantee fund on the 3:th of September, 1903, stood at \$16,377.12, of which \$3,000 was invested in Hongkong Club 6 % debentures, \$13,000 on fixed deposit @ 4 %, \$565.89 to credit of current account, and \$11.23 due from accounts outstanding.

The thanks of the Institution are due to Lady Goodman, the Hon. Secretary, Mr. H. W. Fraser, the Hon. Treasurer, and to Mr. Pinckney who has kindly audited the accounts. Mrs. Harling, Mrs. Robertson and Dr. Gibson baving resigned, their places on the Committee have been filted by Mrs. Siebs, Mrs. Dickson

and Dr. Jordan. The members of the committee in accordance with the rules beg to tender their resignations, but, being eligible, offer themselves for re-

F. O. STEDMAN, President.

#### 16th November, 1903.

THE "AMPHITRITE" IN DOCK. We learn that H.M.S. Amphitrite will prohably be under repair at Hongkong for about

On Friday at about 9 15 a.m. she went over to the Whampoa dock for examination and repair of the damage sustained by striking an

uncharted rock about twenty miles outside Singapore. Though the general facts of the accident have been already published the following

additional details will doubtless be of interest . It appears that about eight o'clock on the

morning of November 6th, while steaming up the South channel, the weather being clear and the ship's course, according to the chart, perfeetly safe, a sudden, violent shock followed by two slighter ones were felt and the ship gave a heavy lurch to starboard.

It was at once realised that a rock must have been struck and, as the ship was going at twelve knots at the time, it was feared that she might be in considerable danger of sinking. Accordingly all precautions were taken, such as closing watertight doors and getting ready to launch the boats, but after recovering herself is was found that the vessel was at any rate in no immediate danger. Soundings were taken and no indication of a shoal was found until the lead was taken aft, where only 27 ft. of water, i.e., about six inches less than the ship was

drawing at the time, was discovered. Fortunately the cruiser had practically ridden clean over the shoal and was able to procetd into Singapore, where a thorough examination was made by divers. It appears now that about seventy feet of the plates and sheathing along, the bilge keel are damaged seriously, but that the damage has not extended beyond the outer bottom. It may be said, see-

As it is the authorities are inclined to believe

On the chart there is no indication of such a reef near the sput. It is well known that coral reefs in many instances grow with extraordinary account for the fact that a sunken rock has appeared in such a well surveyed place as the south channel. A merchant steamer has also vicinity of Singapore quite recently.

IT is reported that M. Lessar is not working in perfect harmony with Viceroy Alexieff and does not carry out his instruction so faithfully and earnestly as he might do. In consequence the Russian attitude toward the Chinese Government has been strangely indifferent of late. No further news has been received from Moukden; but it is believed the Russians are still in possession of the place. The Novai Krai declares that Russia has concentrated her strength in Manchuria and is determined to refuse to allow the opening of Moukden at any cost,—Mainichi,

THE BANK OF CHINA AND JAPAN, LIMITED.

(IN LIQUIDATION.)

The following is the first report of the liqui dator to the shareholders of the Bank of China and Japan, Limited, (in liqu dation) :-

At an extraordinary General Meeting of the Shareholders held on the 23rd April, 1902, the Special Resolution to liquidate the Bank was confirmed, and my appointment as Liquidator took effect from that date.

From the accompanying Statement of Liabilities and Assets, it will be seen that the Liabilities to the public have all been discharged, and the Assets, with the ex eption of the claims on the Chinese and other Shareholders of the Old Bank for 5 Uppaid calls " and a few small amounts, part of which will yet probably be recovered, have all been realised. The following Returns of Capital have been

declared :-ist. Payable on and after and June, 1902, at £2 per Ordinary Share, absorbing ......£211,230.0.0

and. Payable on and after 23rd March, 1903, at 5s. per Ordinary Share absorbing......£26,403.15.0

And there remains a cash sur-

plus of ...... £ 6,455.5.8 about is, per Ordinary Share, and cover the expenses necessary to finally close the Liquidation, should the Shareholders decide that this

should be done forthwith. Since my Circular of the 29th May, 1903, I have had further correspondence with the Foreign Office and also with my advisers in Shanghai. This correspondence has convinced me that proceedings in the Chinese Courts for the purpose of enforcing the calls made on the Shareholders in the Bank of China, Japan, and the Straits, Limited, are inadvisable, that the new commercial treaty with China does not apply to the claims against the Chinese contributories of the Old Bank, and that no assist ance in recovering these claims can be looked for from the Chinese Government. Under these circumstances I am of opinion that the | tions. necessary steps should now be taken to close the liquidation of this Company and also of the Old Bank. As, however, there still remains the possibility of proceeding with a prospect of success in the English or Colonial Courts against any defaulting Chinese contributory of the old Bank who should happen to visit this country or a British Colony, and could be identified, a scheme has been formulated whereby these claims and the few other unrealised assets of this Company would, I am advised, to some extent be preserved for the benefit of the Shareholders at a cost of about one penny per share. Put shortly the scheme is as follows:-Before

closing the liquidation of this Company and of the Old Bank a new Company would be incorporated with a small capital divided into Ordinary and Deferred Shares of one penny each This Company would agree to sell and transfer to the new, or realization Company, firstly, a sum of, say, £500 in cash, and secondly, all the remaining assets of this Company other than

Each Shareholder in this Company would receive for each Ordinary Share held by him one Ordinary Share in the realization Company and for each 'Deferred Share held by him one Deferred Share in the realization Company.

In order to preserve the existing rights of the Ordinary and Deferred Shareholders in this Company as far as possible the Articles of Association of the Realization Company would provide that the holders of Ordinary Shares should be entitled to receive all sums which it should be decided to distribute by way of dividend until such holders had received a sum which together with all returns of Capital made by the Liquidator of this Company on the corresponding Ordinary Shares in this Company would amount to £6 per Ordinary Share. That thereafter any dividend, should be distributed among the holders of the Deferred Shares until they should have received £1 per Share. And that all subsequent sums available for dividend should be divided into moieties, one moiety being divisible among the holders of the Ordinary ? hares and one moiety among the holders of the Deferred Shares.

At the meeting convened by the endorsed notice I shall take the opportunity of consult ing the members present as to whether some such scheme as I have outlined above shall be formally, submitted to the members of this

The necessary procedure I am advised would be for me to apply to the Court for an Order directing me to convene separate meet ngs of the Ordinary and Deferred Shareholders in this Company. On obtaining this Order I would convene the meetings and lay before them the cheme, and if the requisite majority of threefourths in favour of the Scheme should be obtained at each meeting I could then apply to the Court to sanction the Scheme. This would involve delay in the closing of the liquidation of this Company, and would reduce the final distribution as already stated from about 1/-

per Share to about 11d, per Share. Hany such Scheme is adopted and sanctioned, then as soon as the agreement for sale to the realization Company is completed, I would proceed to make a final distribution of the cash remaining in my hands and take the necessary steps to conclude the liquidation and dissolve

this Company. Having regard to the magnitude of the claims in question I have considered it my iduty to have the above Scheme formulated for the consideration of the Shareholders although I personally entertain some doubt as to whether the realization Company would have much chance of success.

The alternatives to this or any such Scheme are (1) to keep open the liquidation of this Company, and (2) to conclude it and to abandon the calls unpaid by the Chinese and other Shareholders of the Old Bank.

If you cannot attend the Meeting in person, should feel obliged if you would, prior to the

والمرابعة والمناسبة والمناسبة والمرابعة المرابعة المحافظة المحافظة المحافظة والمناطقة والمناطقة والمناطقة والم

date of the Meeting, let me know on the enclosed Form which of the three courses you would prefer adopted.

In accordance with my letter laid before the General Meeting held on the 23rd April, 1902, I am prepared to resign my post as Liquidator. J. M. SKINNER,

Liquidator. 22nd October, 1913...

CANTON NOTES. (From Our Own Correspondent.)

Canton, 20th Nov. MISSIONARY CONFERENCE.

The Canton Missionary Conference met last Wednesday at the house of Rev. R. E. Chambers, Shameen. There was a good attendance. Dr. Shumaker read a paper on "Co-operation between native and foreign workers in the mission field". The opening of the new railway was a matter which came before the conference. Regret was expressed that Mr. Gray took Sunday for the formal opening. It was pointed out that in the United States or England to have such a function on Sunday would have been impossible. Why Sunday was chosen is difficult to explain. The Hongkong Colonial Secretary seems to have noticed that there was something not quite right and tried to excuse the performance by saying "The better the day the better the deed." The conference em-Which is sufficient to pay a further return of phasized the fact that the opening of the railroad was in the interests of mission work. believe a formal protest is to be prepared to be forwarded toothe parties responsible for this want of recognition of English and United States traditions.

THE U. S. CONSUL-GENERAL.

U. S. Consul-General McWade with his wife and daughter returned from Macao yeaterday. Mrs. and Miss McWade have spent some months in Macao and the Consul-General has been a frequent visitor there.

BLACK-MAIL.

The Canton Hospital has received another notice to pay a large sum of money or in default to have the premises burned. Other institutions have also been remembered. Why these letters are sent or by whom is not known. Some person apparently wants to amuse himself. No notice is taken of the communica-

### COMMERCIAL.

FREIGHT CIRCULAR.

In their report dated 21st inst, Messrs. Lamke and Rogge state:—There is again hardly any change to report in coast freights. The market has remained without animation, and a large number of steamers of all sizes continue in enforced idleness for lack of paying employ-

What small business there has resulted in charters during the fortnight is mainly from inquiries after coal tonnage from Japan, in which direction rates are practically the same as last quoted, except that from Moji to Singapore an improvement is noticeable, up to \$2.10 having been paid to secure tonnage. Fixtures, for Hongkong, medium size, have been at \$1.75 and \$1.85 per ton from Moji and Karatzu respectively, at \$2.20 and \$2.00 Moji to Amoy, and at \$1.80 Moji to Swatow. Karatzu to Manila, a small carrier has accepted

From Hongay for this port nothing better than 80 cents per ton has been quoted and no fixture appears to have transpired; an offer for | DAY, the 25th instant, at 12 Noon. Swatow at \$1.30 has been taken.

Two more charters were reported since last writing as having been done from Newchwang to Canton, at last rate, 22 cents, but more husiness cannot apparently be worked although a telegram from Newchwang, as late as 18th instant, advises the weather to be unusually fine and names the 25th instant as a safe date; for arrival, it is presumed to mean.

Concerning Saigon, excepting the charter on time basis of a medium sized boat for a voyage hence to Saigon and back, in connection with an engagement for further 6 months afterwards. (details as per list of settlements), no local business has been reported. There was a slight inquiry tripwise from Saigon for both the Philippines and this port, but offers of boats at as low as 20 cents and 9 cents respectively failed to lead to business.

From Bangkok, the liners are not sufficiently employed by what little cargo is offering there is no opening for outsiders just at present even if the recent amalgamation of the interests of the Norddeutscher Lloyd and the Rickmers' line of steamers has resulted in materially higher rates being charged, as is

From Java, owing to an unfavourable market locally for sugar, there is no demand, except that for local refinery's account something like 17% cents might perhaps bring about business. Java to Japan there is some inquiry showing again for January/February loading, shippers' ideas of freight being in the neighbourhood of 25 cents only.

"Ur der the heading of Sailers there is nothing new to advise for this issue, except concerning American bark Lillebonne, which vessel, contrary to previous information is now advertised to be sold by Public Auction on 21st instant.

[She has since been sold.—Ed., H.K.T.] Sail-tonnage loading or to load:-For Bal imore and New York:---British bark Brilliant, arrived 24th October.

For New York :-Amer. bark Helen A. Wyman, arrived 10th Disengaged Vessels:-

British ship Glendoon 1,824 tons reg. Departures:— British bark Rose, for Singapore and Freman'le 7th November.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ......... 1/92 Bank Bills, on demand ...1/9 5/16 Credits, 4 months' sight... 1/9 11/16 1) ments 4 months' sight...1/913/16 ON PARIS, Bank Bills, on demand .........2.23 Credits, 4 months' sight .....2 26 ON NEW YORK, Bank Bills, on demand .. 4 Gredits, 30 days' sight ......43

On BOMBAY, Telegraphic Transfer ........... 132

ON SHANGHAL Telegraphic Transfer ..... 71

On demand...... 3:

Private 30 days' sight .......nom

Sovereigns, Bank's Buying Rate ...... \$11.40 Gold Leaf 100 touch, per'tael .... 59.10 Bar Silver ......27

To-day's quotations are as follows :-. Per chest MALWA NEW...... 960/1,030 LAST YEAR ........ 1,060/1,100 OLDEST ...... PATHA NEW ...... 

PERSIAN (PAPER) interpreparation

OPIUM OUOTATIONS.

Co-dap's Advertisements.

MADAM FLINT& CO.,

DRESSMAKERS

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

## **NEW FASHIONABLE** MATERIAL,

NOW SO MUCH IN VOCUE IN LONDON.

Hongkong, 23rd November, 1903. [14100

DOUGLAS STEAMSHIR COMPANY. AIMITED.

FOR SWATOW. I'HE Company's Steamship

"HAICHING," Captain Passmore, will be despatched for the above Port, TO-MORROW, the 24th instant,

at Daylight. For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 23rd November, 1903. - [1403e INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship "LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd November, 1903. WANTED.

STEADY AND RELIABLE MAN to , act as GODOWN KEEPER. Must be Only those with good references need

GODOWN, · Clo Hongkong Telegraph. Hongkong, 23rd November, 1903. 11404e

HONGKONG NURSING INSTITUTION THE THIRD ANNUAL GENERAL MEETING of the above Institution

will be held in the CITY HALL on WEDNES All those interested are invited to attend.

K. GOODMAN, Hon. Secretary Hongkong, 23rd November, 1903.

## GOVERNMENT NOTIFICATION.

NEORMATION has been received from the Military Authorities that GUNPRACTICE will take place from Stonecutters' Island (West, East and South Shore Batteries) on the 4th December, in a South Westerly direction at ranges varying from 2,000 to 4,500 yards, and from Lyemun (Pak-sha-wan Battery) on the 5th of December, 1903, in the direction of Junk Bay to the East of Devil's Peak at a range of

about 2,000 yards. If the weather is unfavourable on either of the above dates, practice will take place on the 7th of December.

Practice will commence at about 9 a.m. and finish about 11 a.m. each day, if the range is

By Command, A. M. THOMSON. Acting Colonial Secretary.

Colonial Secretary's Office. Hongkong, 23rd November, 1903.



#### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIV. PERSIAN GULF, CONTINENTAL, AMERI-CAN and SOUTH AFRICAN PORTS.) THE Steamship

"CHUSAN,"

'aptain W. B. Palmer, carrying His Majes'v's fails, will be desputched from this for ROMBAY, on SATURDAY, the 5th December, it Noon, taking Passengers and Cargo for the bove Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed

vid Bombay. Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

Superintendent. Hongkony, 23rd November, 1903.

#### हिंच-प्रता)'श्र Advertisements.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, MEL-BOURNE AND ADELAIDE. (Taking through Cargo to New ZEALAND, TASMANIA, &c.) THE Steamship

"AIRLIE," Captain St. J. George, will be despatched for the above Ports, on SATURDAY, the 28th instant,

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the

Electric-light. For Freight and Special Reduced Passage Rates, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 23rd November, 1903. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR KOBE (VIA MOJI). THE Steamship

"EASTERN," Captain W. Ellis, will be despatched for the above Port, on FRIDAY, the 27th instant, at

This well-known Steamer is specially fitted. for Passengers, and has a Refrigerating Chamber which ensures the simply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hongkong, 23rd November, 1903 EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.) THE Steamship

EASTERN," Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 16th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the

lectric-light.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

A Stewardess and a duly qualified Surgeon

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Hongkong, 23rd November, 1903

PACIFIC MAIL STEAMSHIP COMPANY. - NOTICE.

ONSIGNEES of CARGO per Steamship "SIBERIA,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered

by Thursday, the 26th inst., at 10 a.m., will be landed and stored at Consignees' risk and -J.-STUART THOMSON, Acting Agent.

and the land in the state of th

Hongkong, 23rd November, 1903



THE POPULAR SCOTCH



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTULERS. By Appointment to

H.M. THE KING HRH the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO. Queou's Road

#### Ihipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

> FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

		<del></del>	
	UO _	TWARDS.	
	FROM	STEAMERS	Due
,	G!ASGOW and LIVERPOOL	"PELEUS"	On 26th November
	GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December
	GL VSGOW and LIVERPOOL	"YANGTSZE"	On 12th December
	GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December
	GLASGOW and LIVERPOOL	"TYDEUS"	On 20th December
	GL\3GOW and LIVERPOOL	"NESTOR"	On 1st Ianuary.
	GLASGOW and LIVERPOOL	"KEEMUN"	On 8th Ianuary.
	S.S. "PELEUS" left Singapore of	n the 21st inst., and is expected	to arrive here on the
	26th inst.		
			ť -
	HOM	IEWARDS.	
	·		

HOI	MEWARDS.	
For	STEAMERS	TO SAIL
LONDON & ANTWERP	" POLYPHEMUS "	On 24th November.
MARSEILLES, L'DON & A'WERP	"HYSON"	On 8th December.
*LIVERPOOL	"ACHILLES"	On 20th December.
M \RSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
M \RSEILLES, L'DON & A'WERP	" DARDANUS "	On tth Innuary.
*LIVERPOOL	" YANGTSZE "	On 15th January.
MARSEILLES, L'DON & A'WERP	" DIOMED "	On 10th January.
* Taking Cargo	for Liverpool at London Rates.	

TRANS-PACIFIC SERVICE. STEAMERS TO SAIL VICTORIA, SEATTLE, TACOMA, and PELEUS" On 28th November. All PACIFIC COAST PORTS, vid "PELEUS" ........... On 28th November NAGASAKI, KOBE and YOKOHAMA. "TYDEUS" ............ On 18t January. S.S. "DEUCALION," from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for Hongkong on the 23rd inst.

BUTTERFIELD & SWIRE, AGENTS. Hongkong, 21st November, 1903.

## CHINA NAVIGATION

IL.
e1.
,
• `
er.
d hv

steamers, which are fitted throughout with Electric Light. Unrivated table. A duly qualified Surgeon is carried. Taking Cargo on through Bitls of Lading to all Yangtsze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. N.B.-REDUCED SALOON FARES, SINGLE AND LETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

Hongkong, 21st November, 1903.

For Freight, apply to

AGENTS.

BUTTERFIELD & SWIRE,



## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light-Per ect Cuisine-Surgeon and Stewardess carried. -All the most up-to-date arrangements for comfort o

#### CHINA MANILA AND STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
			•	
RUBI	2540	R. Rodger	Manila (Direct)	SATURDAY, 28th Nov., at
ZAFIRO	<b>254</b> 0	R. W. Almond		SATURDAY, 5th Dec., at
PERLA	1980	W. G. Lawson	, <del></del>	· 10 A.M.
For Freight or	 Passage	e, apply to		1

SHEWAN, TOMES & CO. GENERAL MANAGERS. Hongkong, 21st November, 1903. [1208d

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

#### FOR PORTLAND, OREGON,

#### OPERATING IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons			Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec.	14, 1003.
"INDRAVELLI"	4,899	R. P. Craven	Ian	14. 1004.
"INDRAPURA"	4,899	A. E. Hollingswo	rth Feb.	12.
Through Bills of Ladin	g issued to 1	Pacific Coast Points	s and all Rostern	Canadian and
United States Points.   For	through rate	s of Freight and fo	urther information	n, communicate
with or apply to				, , , , , , , , , , , , , , , , , , , ,

ALLAN CAMERON, General Agent.

## SHOSEN KAISHA.

PROPOSEI	SAILINGS.—SUBJ	ECT TO ALTE	RATIONS,
Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	" DAIJIN MARU"	T. Ogata	Wednesday, 25th Nov.
FOR TAMSUI*	" DAIGI MARU "	T. W. Groves.	FRIDAY, 27th Nov.
FOR ANPING*	" MAIDZURU MAR	U"T. Saito	Sunday, 29th Nov.
FOR FOOCHOW*	" ANPING MARU".	I. Goto	THURSDAY, 3rd Dec.

\* Vid Swatow and Amov.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui-to'land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtsse River Ports, as well as for North China Ports, in connection with the NIPPON YUERN KAISHA'S steamers from Shanghal. For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at

No. 8, Des Voerx Road-Central, T. ARIMA, Manager, Houghour, 23rd November, 1903.

### Shipping—Steamers.

## TOYO KISEN KAISHA

MANILA

LINE.



REGULIR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain,	Tons.	Sailing Date.
ROSETTA MARU			
ROHILLA MARU		. , <b> </b>	TUESDAY, 1st December, at 11 A.M.

K. NAKASHIMA, Manager. Hongkong, 20th November, 1903.

NORDDEUTSCHER

LLOYD.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATOON APCAR," Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 25th inst.,

at 3 P.M., instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED Hongkong, 21st November, 1903. [1377c German Mail about WEDNESDAY a.m., will

FOR NAGASAKI, YOKOHAMA AND KOBE. THE N.D.L. Steamship.

"NURNBERG," Captain Jaburg, will be despatched for the above Ports on THURSDAY, the 26th instant, at NOON. For Freight, apply to

Hongkong Office. Hongkong, 17th November, 1903.

HAMBURG-AMERIKA LINIE,

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED. 可必限有船輪彈中

FOR MOIL KOBE, YOKOHAMA, MAN-ZANILLO, MEXICO AND SAN FRANCISCO. THE Steamship

"ATHOLL," Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December,

For Freight, apply at the Company's Offices, No. 20, Des Vœux Road. . S. VAN BUREN, Superintendent.

#### Fongkong, 14th November, 1903. REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG. About " ORO "......21st Nov.

"LOWTHER CASTLE" ......15th Dec. "SIKH" ......24th Dec. " LENNOX " .....15th Jan. "AFRIDI" .....27th Jan For Freight and further Information, apply

DODWELL & Co., LIMITED, Agents. Hangkang, 17th November, 1903. 1339d

HONGKONG-MANILA,

CHINA NAVIGATION COMPANY,

LIMITED.

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

CTEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE,

Agents, Hongkong, 8th July, 1903.

#### STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves Hong-KONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare. \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West. Hongkong, 30th May, 1903.

#### HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

TEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M. FARE :- (Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. and Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3 Return Ticket including Tiffin and Dinner either on | Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers." WHARF-At the Western end of Wing Lok

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 31 hours to reach Macao.

MING ON & CO., and Floor, No. 16, Victoria Street. Hongkong, 7th September, 1903.

S.S. "ARMAND BEHIC," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

Havre ex s.s. Guadiana, and from Bordeaux ex s.s. Ville de Rochefort and Cambrat, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowlcon Wharf and Godown Co., Limited, at Kowloon, whence delivery | This vessel brings on Cargo:

questing it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed IMPERIAL GERMAN MAIL LINE. HAMBURG-AMERIKA All damaged packages will be examined on TUESDAY, the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

THE Imperial German Mail Steamship Hongkong, 17th November, 1903. "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, COMPANY. Captain Ch. Polack, due here with the outward

leave for the above places about 12/24 hours after arrival. NORDDEUTSCHER LLOYD. For further Particulars, apply to HAMA, KOBE, MOJI AND MELCHERS & CO.,

Hongkong, 21st November, 1903. THE AMERICAN ASIATIC STEAM-SHIP COMPANY.

LINIE.

Agents.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO

AND YOKOHAMA.

THE Company's Steamship Captain W. T. Bain, will be despatched as

above on MONDAY, the 30th November, to be followed by the steamship Capt. Lockhart, on or about MONDAY, the

21st December. For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents. Hongkong, 21st November, 1903. [1284e

"GLEN" LINE OF STEAMSHIPS. FOR LOND IN AND ANTWERP. THE Steamship

"GLENSHIEL," Captain J. McGillivray, will be despatched as above on THURSDAY, the 3rd December. For Freight or Passage, apply to McGREGOR BROS. & GOW,

Hongkong, 13th November, 1903. 1 [1334e "GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK. THE Steamship "GLENROY,"

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903. For Freight, apply to

MCGREGOR BROS. & GOW Hongkong, 18th November, 1903.

## Intimations.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR. DORTRAITS, GROUPS and ENLAR-GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND. PRICE VERY MODERATE.

#### Hongkong, 15th September, 1903. CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ist-House Road.

TS new in a position, in his New and Commodious Premises, to eclipse, as heretofore. ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the F ir East. GROUPS AND VIEWS

a speciality. H inche no. 22nd Camambe, they

### DENTISTRY.

SUI SANG. (Lately Practising with Dr. I. SARATA), DENTIST,

No. 26, Connaught Road Central Honobong oth February, more TSU FAN

[20

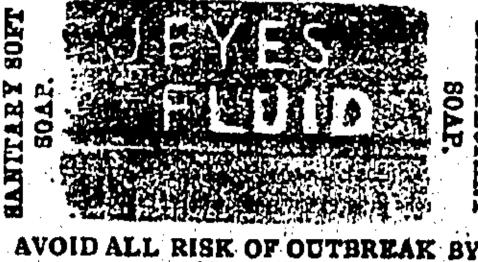
#### DENTIST. PRICE MODERATE-CONSULTATION FREE Next to the Hongkong Dispensary,

50. Queen's Road, Central. Hongkong, 28th. November, 1902. 12250e

HERMANOS. MERCHANTS, LERS AND WATCHMAKERS. **Eastman**'s`

KODAKS and FILMS. Sole Agents for "OMEGA" WATCHES," 'OMEGA" is the best, "THREE YEAR'," guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building,

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. 💎 Hangkang, oth Weigh, 1809

#### Consignees.

ONSIGNEES of Cargo from London ex s.s. Ortegal and Guadiana, and from

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 17th instant, re-

after TUESDAY, the 24th instant, at NOON, will be subject to rent and landing charges. 'All claims must be sent in to me on or before the 24th instant, or they will not be recognised.

G. DE CHAMPEAUX,

TORTHERN PACIFIC STEAMSHIP

NOTICE TO CONSIGNEES. STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKO-

SHANGHAI. The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from

alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense, No Fire Insurance will be effected by us in

any case whatever. DODWELL & Co., LIMITED, Hongkong, 16th November, 1903.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS. THE Company's Steamship

·"PURNEA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 18th instant, will be landed at Consignees' risk and

expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Hougkong, 17th November, 1903. [1376e

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

T" MANILA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before I P.M., TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed All claims must be presented within ten

days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns,

E. A. HEWETT, Superintendent. Hongkeng, 16th November, 1903.

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

NOTICE.

ONSIGNEES of CARGO per Steamship

"DORIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of

Goods remaining unclaimed after the 20th instant will be subject to rent. All Claims must be sent in to me on or before the 23rd instant or they will not be recognised. No Fire Insurance has been effected.

J. STAURT THOMSON. Acting Agent, Hongkong, 13th November, 1903. FROM HAMBURG, BREMEN,-ROTTER-

DAM, ANTWERP, PENANG AND SINGAPORE. THE H.A.L. Steamship "ARAGONIA,"

Captain Forst, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining. undelivered after the 25th instant will be subject

to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 3 P.M. No Fire Insurance has been effected.

Hongkong Office, Hongkong, 18th November, 1903.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLAARAT," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowleon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. China.

From Australia, ex S.S. Arcadia. From Calcutta, ex S.S. Sunda.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

to A.M., TO-DAY. Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an

appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns.

Superintendent Hongkong, 21st November, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY. NOTICE TO CONSIGNEES,

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"NIPPON" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 26th of November, or they will not be recognised. No Fire Insurance has been effected, and any

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 19th November, 1903. [13916

Goods remaining in the Godowns after the 26th

of November, will be subject to rent.

## Entimations.

LIOUSEHOLDERS are hereby requesed II to make a Special Effort during the Winter Months to destroy Rats and to fill up Rat Holes with Cement. RAT TRAPS and BIRD LIME may be obtained from the Secretary to the Board

Free of Cost. By Order, G. A. WOODCOCK,\_

Secretary.

:26th October, 1903. F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKER . COAL AND PROVISION MER

Sanitary Board Room,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS. SOLE AGENTS FOR ARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND

CHANTS, NAVAL CONTRACTORS

BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF

Sole Agents for

FERGUSON'S SPECIAL CREAM

ALWAYS IN STOCK REASONABLE PRICES. Hongkong, 14th May, 1896.

SHIP'S STORES AND REQUISITES



FUNICATORS THE AIR. Sulphur Candles . | KINGZETT's

Pormio Fumigators PATENTS. "HOW TO DISINFECT" Book From.

THE "SANITAS" CO., Ltd., Bethnal Green, LONDON; M. HAMBURG-AMERIKA LINIE,

THE "EMPRESS"-"KWANG TAI COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Continued from Saturday.) · Shanghai, 12th November. Before, His, Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander

Moore, R.N., H.M.S. Sirius, Naval Assessor. The Imperial Chinese Government, the owners of the cruiser Kwang Tai, v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

Mr. Sharp said that if his Lordship accepted the Kwangtai's story, there is no doubt but that the Empress is to blame. But if on the 27 of the Regulations for the prevention of other hand his Lordship ultimately holds that the Empress' story is substantially the true one, then there is clearly no question that the Kwangtai is solely to blame for this collision. He submitted that he had given a proper account and that it furnished the only reasonable account of what occurred. The explanation given by the Empress' witness that the Kwangtai suddenly sighted the junk which was on their port bow is insufficient to prove that they saw Therefore, the Kwangtai suddenly sighting this junk, when close upon it, became panic striken, and they deliberately starboarded into the collision as it turned out, or possibly, as Captain Marshall has suggested, a proper order was given to port, and that order, as many such similar orders have been, was improperly carried out in a contrary sense. The presence of the junk is clearly proved. He was of opinion that his Lordship would not question the general veracity of the witness, but indeed there had been an admission on the other side that there was a junk on the portside; they placed the position of the junk exactly ahead of the Kwangtai. In this connection he would draw his Lordship's attention to the paragraph in the petition which said that there was no vessel ahead. On first reading it, it reminded him of the old proverb "qui s'excuse s'accuse." If it were true that there was no vessel ahead, why in the world should they suggest it? But he did not attach much attention to that; it all created, nevertheless, a strong suspicion. They know perfectly well that there was a junk ahead as they saw it.

We may assume that the course was that suggested by Mr. White Cooper. The statement may not be considered the same as though it had been made by the Captain had he been alive. As an argument used in the petition it is suspicious and curious. He would point out to his Lordship that the Empress furnishes the only reasonable account they have so far had of the otherwise extraordinary action on the part of the Kwangtai in the collision. In regard to the Kwangthi's version he would like to make some further remarks as it is incredible and wholly inconsistent that the Empress injuries were occasioned as alleged, but even it it were true (which of course his side denies) it would show that the Kwangtai herself was at fault, even if the Kwangtai's explanation were taken in its entirety. He submitted to his Lordship that this was incredible, that an officer on an efficiently navigated vessel like the Empress overtaking another and knowing herself bound to keep out of the way, prima facie, should run down a vessel astern. Such action on the part of any vessel, in view of the weather would seem incredible, for it at all events would be impossible for any ship's officers like those on board the Empress to do anything of the kind. If the Kwangtai's story be accepted, the starboard bow of the Empress must have struck the boats and davits, and in all probability struck the gunspar as it slid alongside the Kwangtai. On board the Empress there is no mark at all on the starboard bow. If the gun's sponson, for example, did not strike the starboard of the Empress it was because by the time the Empress reached that point of the Kwangtai she did not reach the projection, and then it is obvious that the vessels could not have come into collision. But of course they had to, and as a matter of fact the two vessels did come into collision. The witnesses say that the bow did not come, into collision, and in this case it is quite clear as anything in this case that the Kwangtai's ram did come into the collision. This is one of the points upon which there can be no question: the collision occurred and the ships did come into contact. His friend, if he remembered rightly, in opening the case, argued or suggested in his opening or cross-examination that according to the account of the opposite side the injuries to the Kwangtai would be forward-aft and from their account aft-forwards. (His Lordship referred to the evidence and corinjuries would be in the same direction, but it would make no imaterial difference.

His Lordship :-- Yes, it would; it would make

a difference in the angle of the boom. Counsel (continuing) said whether the ram of the Kwangtai struck a forward blow at the Empress, or whether it scraped the Empress, it is quite clear that she did not ram the Empress otherwise much more serious injuries must have been occasioned. The angle of impact may have been very difficult. Several witnesses have inferred from what they saw how the collision occurred, but as a matter of fact his clients were not in a position to say how it really occurred. The question is how the vessels got in that position at all. On this point in view of the evidence of the look-out astern, it is totally inconsistent with the plaintiff's story. They say the Empress came up from behind showing both her side lights. The lookout astern was in the best position to see the lights. He says he never saw the Empress red light. This evidence is totally inconsistent with that of the Kwangtai. He Mr. Morris gave his evidence very clearly as to what he noticed before he saw the collision.

shows the Kwangtai is at fault. He would not say that it would not also show themselves atfault, as it certainly would. The Kwangtai would have been committing suicide, that is, of course, assuming that the Empress was coming up behind and persisting in her course right up to the very moment of the collision. In this keeping to her course, in liw, she is taken to be contributing to the eventual disaster by not endeavouring by using all possible means of avoiding the collision. In the plaintiff's preliminary act they assert that no measures were taken by the cruiser to avoid a collision, all their witnesses confirm that they kept on their course and that we ran into them. The law stipulates that a ship must not continue to keep her course when such continuance would involve certain collision. This is only common sense and is directed by article collisions at sca. For his authority on the point, he would

refer to page 527 of Marsden which states that when you see danger you must depart from the rules (Law Times p. 103). He did not consider it necessary to bring all these points before his Lordship, as the story that the Empress ran into the Kwangtai from the stern cannot be accepted. It they had, it would Reading and explanation were treated as have to be assumed that the steering gear it, and they can only surmise she saw it. had gone wrong. It it were true that the Kwangtai were to blame, he would be prepar- Chinese boys are only too willing to memorize ed to drop the matter, but he did not think instead of trying to understand, and it can be on his Lordship would have any doubt as to whether this is correct or not. In any case the Kwangtai is bound by her defence in the preliminary act and pleadings, and cannot state a new case now; of course he did not suggest that she was bound by every little detail, but she is nevertheless bound to her substantial story; this is a rule specially enforced against a plaintiff. In Admiralty cases the first story must be adhered to, as the defendant would | they began had some idea of what they were otherwise not know what case he had in view against him. The plaintiff is never permitted to alter his case to shape to that of the defendant and then start a new case at its conclusion. His Lordship was undoubtedly familiar with the point that the Court will never allow a party to contradict his own preliminary act at the hearing (Ebenezer W. Robine 206; Inflexible, Swebey, 32; Anne-Lushington, 55). these subjects in the Colony, and we do not He would especially draw his Lordship's attention to the passages in the case referred to upon the courses of study. It must, however, in which it is stipulated that a plaintiff must be pointed out that the necessity of studying prove his case and the effect in cases where he the periods and countries chosen for the fails to prove it and his case is bound by the Oxford Local Examinations every year, has preliminary act. It is perfectly clear that the the effect of making the teaching disjointed and the phrase "The Governor of Hongkong" plaintiff was bound to the preliminary act. He fragmentary. For insance the teaching of would now call his Lordship's attention to the subsequent defaults which are alleged against the Empress. No specifically wrong mancouvre is alleged against the Empress, except that the Empress was an overtaking ship and was under the obligations imposed on an overtaking ship. The first fault alleged (see article 9 of the Petition) is that she kept a bad look-out. With regard to that point he would merely say that is practically the allegation always made in collision cases. In ninety-nine cases of one hundred, it is impossible for one ship to prove that the other did not [111, the Hanoverian period in Class II, and the keep a good look-out. It is only an inference Norman period again for the Oxford Local in these subjects. Three passages from a Chinese to be drawn from the general conduct of the ship; one must always depend upon the general conduct of a ship. The inference that a good look out was not kept by the Empress is alleged, but this would depend upon the general conduct of the Empress. As a matter of fact, there was a good look-out; the Captain was on the bridge, two officers were also there. There was also a quartermaster who was doing nothing but keeping a look-out, to say nothing \ of the helmsman, whose business, however, was not that of a look-out man. In addition to all these men, there was still another on the ship's crow's nest, and another at the masthead, or say six people in all on the look-out. The Kwangtai was sighted two hours before the collision; she was noticed by the Empress before she noted us; she had every advantage to sight us before we sighted her, but as a matter of fact we sighted her two hours before the collision occurred. The remaining paragraphs make an imposing statement, but he would call the attention of his Lordship, to and ask his careful consideration of, the fact that they were the overtaking ship. Article 24 had a co-relative article in No. 21 which provides that one ship has to keep out of the way of another and is a rule which has been constantly enforced and has been held a precedent to the overtaking ship's liability under article

24. There is no presumption where a collision has occurred that the overtaking ship is at fault. In this case he submitted that the Empress was complying with the regulations and the Kwangtai subsequently improperly changed her course and brought about this collision. A case in point was quoted from Marsden, fol. rected this allegation.) Counsel urged that the 39, referring to a collision being likely to hap-

(To be continued.)

THE Englishman of Calcutta strongly urges the Government of India to undertake a definite forward movement in Thibet and the appointment of a British Resident at Lhassa.

MR. Kruger is still at Hilversum, Holland, and is enjoying excellent health. When the weather is good he spends most of the day in his may have seen the lights half an hour before. | garden. The ex-President keeps up a regular correspondence with the Boer leaders in South Africa. Mr. Steyn is said to be still making Even it were true, exactly true, that we came | progress towards recovery. Dr. Leyds lives Lin luxury at Utrocht, but is little seen.

QUEEN'S COLLEGE.

IMPORTANT RECOMMENDATIONS. (Concluded from Friday.)

Reading.-This subject was on the whole well done. In class a the bays read scenes from Macbeth. The various characters were distributed among the class, and were sustained with intelligence, and very creditably. In the lower school there is a tendency to slur the final consonants, though otherwise the pronunciation and delivery were good. But we have to point out that the system under which the reading is taught in the lowest classes is most unsatisfactory. A distinction is made between reading and the meaning of the passage read. The process appears to be that the boys are first taught the sound of the words, and at a later date are taught a Chinese translation of the passage which they read. Instruction in this Chinese version, moreover, does not keep pace with instruction in reading, so that on asking how much the boys had prepared, we were met with the answer :- The class had read to (say) page 60, but the meaning has only been explained up to page 40 different subjects. This distinction appears to us to be foolish and should be abolished. no service to any boy to be able to repeat certain sound, without understanding in the least what those sounds mean.

When taking a new lesson, many of the -Chinese masters do not attempt to explain the matter to the boys beforehand, and so create an interest in it. The master in class V B was an exception; he briefly explained what the new lesson was about, so that the boys when going to read.

The reading books appear to be unsuitable. The stories contained in them are not very interesting, and deal with subjects with which a Chinese boy is unfamiliar. Reading Books

suited to local needs are no doubt badly wanted. Geography and History.-A Committee is at present considering the methods of teaching think it necessary to make detailed criticisms cography in the Upper School this year is confined to Europe (Class III), England and Wales (Class II), and India (Class I). A boy might, as it seems to us, pass through the school without knowing anything about some countries, while his mind was packed with details about others of no more importance. Similarly unless a regular course of instruction in History is laid down, the knowledge of a boy who has passed steadily through his Chinese the equivalent of the English-words, they will probably suffer from want of continuity. He might take up the Norman period in Class was, in some peculiar way, a translation.

to the ordinary school work. more because from the school windows nearly every kind of geographical features—isthmus, bay, strait, peninsula, mountain, valley, water-

shed-can be seen.

boys, 21 replied "No" when asked if they had ever seen an island. In VI B only 4 boys. knew what a harbour was. VI A i and VI A il did better. A few boys were able to describe the position of the Pacific Ocean in relation to Hongkong. Asia is studied in Class V B. Here again 9 boys said they had never seen an island. It appeared that interest in the study was not raised by bringing it into relation with facts observed out of school. For instance, every boy must have seen the mail steamers which enter and clear the port every to shew on a map where they come from and classes IV B and C was much better, doubtless were themselves more interested in the subject; give a reply to the question "What is a treaty Germany, was well known. Class IV A under that it was worthless considered as translation. an Englishman showed a very different state of affairs. There alone we obtained some sort of a description of the physical features of Switzerland, and intelligent deduction from the well-known large sale of Swiss milk of the fact that that country contains much pasture. The Geography lessons in class II (C and B)

scene—brick farm-house, wagons, country-lane | consider that the teaching of translation from | may laugh and make a ridicle of them. This barren list could. In class II A a very intelthe coal fields and the neighbouring manufacuring centres was elicited. The physical nature of the country was well understood. Class took India. The master of I B objected to some of the questions asked, on the ground that they were hardly Geography. And yet it is hard to see how India.can be profitably studied by a class of young men for a year without considering these and kindred matters. The truth appears to be that the Oxford Local, in requiring a very detailed knowledge, assumes a general knowledge which cannot safely be the whole, but rather slow, though some assumed in the case of Chinese students. In class 1 A, 15 boys out of 21 passed; and in class I B only 17 out of 33. The questions asked

I. What makes the North-West Frontier important to India?

2. From what part of India do the Hongkong Police mostly come?

3. What was the Indian Mutiny? Did affect Madras?

4. What are the Native States?

(Fairly correct answers to the 1st, 2nd and 4th questions or to the 3rd and one other gave a History.-History is correctly taught in

Class I, by the means of well considered dictated notes. We did not set a paper, but looked through one set by the master. The result was good, but the tendency of the boys was to depend too much on the notes, and to reproduce them by memory.

We heard an interesting lesson on the reign of John by the master of III. 1. It might have been thought somewhat discursive, but we are not prepared to condemn this as a fault. A great difficulty in teaching History is to make the subject sufficiently interesting to Chinese

Translation. (Chinese to English, English to English.)-The Lower School was examined in these subjects viva voce, the upper portion by means of set papers. It was difficult to elicit much from the Lower School; a few simple sentences or words were set for translation into Chinese, but the knowledge of English in this part of the school is so limited, that it seemed useless to set unseen sentences for translation from Chinese into English. Many of the boys were ignorant of what one would imagine that every boy would know. The majority asked were unable to translate correctly into Chinese only 2 boys, out of four Classes to whom the question was put, knew the English equivalent for the Chinese 華民政務司 (Registrar General). In one Class eight boys were asked to write down the Chinese for "It will not rain": half of them wrote 他將無雨 When asked, the boys admitted that the phrase had no meaning in Chinese; but inasmuch as it was word for word

appeared to think that, though meaningless, it

The Upper School was set short papers in Class 1. There is, moreover, a subdivision of newspaper were set for translation into Classes to suit the needs of the candidates for English. This paper was done by 242 boys, this examination, which must be disorganising and was on the whole done very badly. In Classes I and II a boy was considered to have Geography.—The subject is first studied in passed if he made a fair attempt at two Class VI by the rather old fashioned and passages, and succeeded in translating them in unattractive method of teaching "definitions," such a way that the meaning would be which are committed to memory. "An island intelligible to a person who had not seen the is a piece of land entirely surrounded by water. original. A boy in Class III was considered to Example: the Isle of Wight." The subject have passed if he understond one passage, and should surely be first attacked by beginning | did not make more than four gross blunders in with the Geography of Hongkong, and all the translating it into English. Judged according to this standard in Classes I and II 21 boys passed, and 117 boys failed to pass, of whom 77 sent in exercises which were quite worthless. In Class III, 55 boys attempted the translation In VI C the subject was a failure : out of 37 into English and 7 passed; 48 failed, of whom 26 sent in work which was worthless. Translation would appear to be little practised in the school. Many boys are unable to transliterate the commonest characters. The character for instance appears as Ga, Gar, and Car, while

appears under an infinite number of forms; Chuk, Chirk, Chur, Churk, Chak, etc. The simplest titles are misunderstood: Li Ka Ch'eok, the well-known official in Canton, is variously described as a Viceroy, a General, an Admiral, an Ambassador, a Corporal and few days. But the great majority were unable Policeman. H. E. the Viceroy of Canton was usually spoken of as Mr. Sam. The tailure of whither they are bound. The study of China in the boys was due as much to their inability to write correct English as to their owing to the fact that the Chinese masters ignorance of written Chinese. Few shewed themselves able to write three consecuin IV A, on the other hand, where the master live lines in English without at least one is a European, only a very few boys were able to gross blunder. It is needless to multiply examples of this; the 8th boy in the school who port?" although in other subjects this division has presumably been learning English for circumstance. Before the Empress can be was considerably the strongest of the three. some time, and who (if one may judge from found liable under article 24 the Kwangtai Europe is taught in class IV. No doubt the the exercise he sent in) is quite unable to write must satisfy his Lordship that she performed subject is a hard one for Chinese masters. a sentence in correct Chinese, composes the her part of her duty as an overtaken ship by Neverthless they should endeavour not to solve following sentence in English: "The two keeping her course. The substantial case the difficulty by teaching mere lists of names generals are also received from the Japanese against the Kwangtai is that she did not keep to their scholars. And some omissions seem King of stars," meaning to say "the two her course, and that her change of course hardly excusable. Out of 4 boys asked in III generals also received stars from the Japanese caused the collision. Throughout the Em- B, two said Gibraltar belonged to Spain, one to King." Papers were also set for translation press adopted the right manœuvres, and when England, and one to Portugal. Few boys in from English into Chinese. In Class I A B the risk of collision appeared imminent, she III C knew what the source of a river was. 10 boys wrote correct Chinese, but the Chinese minimised the force of the impact.—Shanghui On the other hand, the general nature of the written by four boys out of this number, though Governments of England, France, Russia, correct, had so little relation to the English set,

Classes II and III did better than Class I, the English passages set were easier. Too many common characters are, however, written wrong, and the style was seldom good. The almost universal use of III for the plural should be discouraged. Many common appeared to suffer from similar defects of English words were not understood, e.g., method. It is a significant fact that the tribu- Pirate, Junk, Fort, Tear off, etc. It is curious taries on the right bank of the Thames that only 15 boys out of 106 knew the Chinese by their examiners), but no idea could be sent in exercises which were quite worthless. from others or violate the laws, are often put elicited as to the nature of the scenery along They appeared to be neither able to under- into stocks and carried to the place where they the banks. A wall-picture of a haymaking stand the English nor to write Chinese. We have committed the thest and there the people

-would have taught so much more than that | English into Chinese and vice versa, and the teaching of Chinese at Queen's College is unligent appreciation of the connection between | duly neglected. In our opinion there is no boy in the school at present who could make a translation of a despatch or petition from Chinese to English, which could be accepted without very careful checking.

A Chinese boy who enters Queen's College knowing nothing of his own written language is not likely to learn any, while the boy who enters knowing something about it, is, under what he already knows.

Mathematics.-The Arithmetic was good on improvement was apparent in the higher Siam.

The importance of smartness in addition to accuracy should be impressed upon the scholars. Their slowness was sometimes caused by the desire for unnecessary neatness, and by using their rulers too often. Discipline was excellent throughout, with this modification that there was some 'cribbing' among the lower Classes. It is satisfactory to note how-Classes and disappears about Class IV.

Algebra was offered by Classes I, II, and III. The various Divisions of these Classes Class II was rather weaker than the others. Several boys in Class I failed to find an frequently given.

Questions re axioms and postulates were con- steals something and sentenced him to stood quoting the number in the book, only about 15 understand the questions. The proposition well in Class II.

It is unnecessary in our opinion for the scholars to be able to quote from memory the numbers of the propositions referred to.

Perhaps the difference in the quality of Euclid as compared with Algebra is due to the greater knowledge of English required; but we think, that the Geometry might be improved, as there is no want of the mathematical faculty among the boys. Practical examples frequently given here. of the definitions, axioms, &c. might improve their conceptions of this subject.

About 20 % of Class I solved an easy rider, but most either made a false assumption or missed out the important step in the reasoning. Mensuration.—Offered by Class I, was very good, though some confused the volume of a

cone with that of a cylinder. The course of study appears to be perfectly well suited to the College, and the methods of teaching, subject to the foregoing remarks,

appear to be good. Discipline and Organization.-Except in the matter of promoting boys who do not deserve promotion, the organization of the moderate demand has been experienced thousand boys of the College is very good. No. 205 at a rise of \$1 to \$2 per bale on 1 We say this, however, with a knowledge that mail's quotations; cheap threads move free the less experienced Chinese masters are to be Nos. 16s and 12s show little or no improput under an English Normal Master, and ment, prices rule steady. The bulk of that the Staff teaching Chinese is to be business, as a rule, has been done in No. strengthened. The discipline of the school is at an advance of \$1 at \$11 per bale. Nos. excellent, with however the exception of one and 6s are not much inquired for. important point. The importance of making during the past fortnight comprise of about civil replies is not sufficiently impressed on bales of No. 65-1,100 bales of No. 105the scholars; and this applies to the majority bales of No. 128-250 bales of No. 168 of the Classes. When a boy is asked by an 605 bales of No. 205 in all about 2,355 ba examiner what his age is, he might well be Airivals during the fortnight per stear taught to reply "I'm fifteen, Sir," and not to blurt out a blunt "fisteen".

GENERAL RECOMMENDATIONS. In conclusion, we have the following genera

recommendations to make.

Colloquial English .- This should be (what it certainly is not at present) the most important instrument for teaching English. From the outset boys should be taught to talk to the master and to each other. That this can be done is beyond dispute. If it were done, we should not find that boys after 3 or 4 years' education in English were unwilling to reply to the most simple questions.

History and Geography.-It is highly desirable that a syllabus should be carefully thought out and laid down, so as to extendthroughout the school without variation from year to year.

Mathematics.—This is much the strongest subject, and we recommend that less time be devoted to it and more to the teaching of English, until the deficiencies of that subject are improved.

Reading.—Reading is studied in the Lower Classes as it were under two heads, reading without and reading with, a comprehension of the meaning of what is read. This system is quite indefensible and should be amended.

Chinese.—The teaching of Chinese should be altogether reorganized.

Organization .- The less competent Chinese masters should be placed under the supervision of English masters.

these General Recommendations should be made the basis of next year's Report.-We A. M. THOMSON.

EDWARD A. IRVING,

Inspector of Schools. S. B. C. Ross.

The Chairman, Governing Body.

APPENDIX. "The Stocks as a punishment for highway robbing."

By stocks we mean a frame with two holes in which the feet of offenders are closed. This is a sort of punishment against those who are guilty of crime. The object of such penalty, which can be made really useful, is to cause the criminals to feel ashamed of having done a wrong thing, and "Kennet, Wey, Mole and Derwent" were very for the Bogue Forts. Class I B. failed to purify them from the guilt of having looked generally known by the scholars (though not absolutely: of the 43 boys in this Division 36 on such a crime. Those who steal something

been imprisoned will immediately forget what they have suffered after being set free and will commit further offence, but this condemnation. will make the people recognize their face as soon as they are in sight and serve as an example and a warning that will be useful in preventing them from assimulating such faults. In this way, those who have suffered such penance must of course fear and hate it. To put it quite shortly, this chastisement should the present system, extremely likely to forget be preventive and everybody ought to leave off committing the crimes which lead to this disaster. This is the way for punishing an offender or thief in Hongkong, China and

"The Stocks as a punishment for highway robbery."

The stock is used to bound the thieves and the robbers from their hand to feet. The Chinese Custom is usualy with this punishment. I saw several men were covered on his neck with the stock in Canton, and when they finished to covered by the stock; they also put ever that this fault diminishes in the higher into the prison. I saw a man was covered by the stock near Queen's Road last week for he robbed somebody's things in the highway; I suspected that the reason is used to give the shewed good results on the whole, though people to look at him and cause him very shame and so he did not do this in hereafter. In this punishment is best to be imprisoned extraordinary, though simple, solution to an for if a man who put into prison that every equation. Types of such should be more person could not see him but if he was covered with the stock, and stood in the street etc.; he Euclid.—Offered by Classes I and II. is very shame than imprisoned. If a thief sidered by most boys to be answered by in the street with the stock in his neck; I think he will willingly to be imprisoned and dislike per cent, answering properly. A few did not to put the stock in his neck. If he put into prison for several days is better than the stock set was done fairly well in Class I but not so covered on the neck for several hours. It is very seldom with this punishment in Hongkong. In this way is really useful to take care the other people. I dare say no body shall be like this punishment.

Note.—This essay was attempted by the 63 boys of Class I. In classifying the results 19 papers were marked as passed with credit, and II as very bad. Specimens selected entirely at random from these two classes are given

YARN MARKET REPORT.

In their report dated the 20th November, 1903 Messrs. Cawasjee, Pallanjee & Co. write:-Since the issue of our last circular dated th 6th instant our yarn market ruled steady. Th drop in the rate of exchange had the effect rather strengthening prices from fifty cents two dollars per bale, and the Chinese deale taking advantage of this rise sold a lot foreigners for Northern markets. It is a pected that a good demand will spring up af the present harvest operations are finished. Idzumi Maru, Chusan, Gregory Apcar, Ch Arratoon Apcar, and Purnea of about ? bales. Shipments to Shanghai and Northern ports about 2,500 bales. The un stock is estimated at about 37,000 bales. No sales are reported in Local as we

Japanese Yarns. Exchange :- Another drop has been and business for the mail was done on at Rs. 132 %. London at Sh. 1/9 5/16 d.

> FORTNIGHTLY MARKET REPORT.

Cotton.-A good business transpired advance in prices. Sales are reported of 725 bales at \$241 to \$261 per picul. The stock is estimated at about 1,050 bales. Ningpo about 175 packages were sold at

Yarn.-During the whole of the for ruled steady and prices have advance fifty cents to two dollars per bale on last quotaions owing to the drop in the exchange and the firmness of importers. business has been reported say of about bales. The unsold stock is estimated a 37,000 bales. No sales are reported in well as Japanese Yarns.

Malwa Opium.—A good business is and sales of 14 chests at \$900, 23 chests 23 chests at \$920, 22 chests at \$930, 4 at \$940, 8 chests at \$950, 10 chests at chests at \$980, 16 chests at \$990, 3 \$1,000, 24 chests at \$1,020, 42 chests a General.—In order to secure continuity, 16 chests at \$1,050, 6 chests at \$1,060, at \$1,070, 11 chests at \$1,100, 4 chests and 7 chests at \$1,120, in all about 2 The unsold stock is estimated at a

Bengal Opium-Ruled firm with au in rates. Sales are reported of Par 465 chests at \$1,115 to \$1,1321, nares at \$1,115 to \$1,130 about 2 changed hands. The Unsold stock is at about 660 chests.

Persian Opium.—Sales are reporte 100 chests at \$800 to \$810. Stock is at about 1, 60 chests.

Miscellaneous Prices .--Ivory .... \$200 Borax ... 17 Senna .... 7 Cassia .... 15 Benngere den geie der Saltpetro ... It Cloves Olibanum ....

Vermilion ... ... ...

Share Brokers.

Telephone No. 148, P. O. Box No. 111.

Note:-b.=buyers, s.=sellers, sa.=sales.

#### Nov. 22 at Nov. 22 at HONGKONG. Shipping Reports. THE SHARE MARKET. Shipping. 4 p.m. Albert, Dr. T. Jaffe, D. Barometer ...... 30.22 30.17 Str Nevswongse from, Bangkok :- Stormy Anderson, Mr. Jones, J. W. Temperature ...... N.E. monsoon, heavy sea and swell. Ascoli, Mr. and Mrs. V B'YAD-OT PAID UP Joseph, Mr. and Mrs. LAST DIVIDEND. Stocks. QUOTATIONS. Katsch, E. A. Bade, C. H. Sir. Tingsang from Chefoo :-- Moderate to Rainfall...... 0.35 Tingsang, Br. s.s., 1,640, King, 21st Nov.,-Barrett, H. Kempffer, E. fresh N.E. monsoon, and miny weather. CHINA COAST METEOROLOGICAL REGISTER Newchwang and Chefoo 16th Nov., Gen. Lewis, A. R. Barrett, E. G. November 23rd, 1903, a.m. Bartholomae, H. J., M. & Co. Macgowan, R. J. Str. Talwan from Chinkiang :- Experienced Bar. Th. Hu. Wind Wr. Devawongse, Ger. s.s., 1,057, Kümpel, 21st (Div. of £1.10/- @ 1/8-\$18 for half-1) Barton, Mr. & Mrs. C. Hongkong and Shanghair MacKie, G. strong monsoon throughout the passage, with Baum, A. Banking Corporation..... Nov. - Bangkok via Swatow 20th Nov. Marriott, Dr. O. overcast and nasty weather. Vladivostock. 7 a.m. National Pank of China, Ld.... & 3/11 = \$1 961 for 1902 ...... \$19 b. Rice.-B. & S. Beaumont, Mrs. Mast, Sidney Founders... Haiching, Br. s.s., 1,267, Passmore, 22nd Nov., Beebe, G. S. Mast, Mr. and Mrs. E. Str. Teenkal from Liverpool:-Light N.E. Bellows, E. C. Takodate -Foochow 19 h Nov., Amoy 20th, and McAran, T. P. monsoon to E. of Macclesfield Bank, strong MARINE INSURANCES. Tokio ..... McLaughten, W. F. Swatow 21st, Gen.-D. L. & Co. Bennett, F. with heavy sea from thence to port. 32 per cent - \$32 per share for 1902 ... | \$492 | 58. Kochi ..... Union In. Society of C'ton, La. 5 McWade, R. M. Shinano Maru, Jap. s.s., 3,960, Thompsen, 22nd Bidwell, A. I. China Traders' In. Co., Ld. ... \$ .16 % - \$1 for year ended 30.4.1902...... \$60 b. Nov.,-Seattle, U.S. 20th Oct., Gen.-N. Meikle, Mr. & Mrs. E. Nagasaki .... Black, Mr. and Mrs. Str. Osborne from New York;-Fine weather North China In. Co., Ld. ..... Final of £1 making £2 for 1902 ..... Tls. 220 s. Miller, P. L. until we passed Singapore, afterwards strong Yangtsze In. Association, Ld. 20 %=\$12 for 1901 ...... \$135 Buck, Mr. & Mrs. H. H. Mollermann, Mrs, and Amigo, Ger. s.s., 822, Hansen, 22nd Nov.,-Oshima ..... gales and high seas, and strong monsoon Canton In. Office, Ld. ....... \$ 30 %-\$15 per share for 1902 ...... \$175 Naha ..... Newchwang and Chefoo 17th Nov., Beans. Buck, Martin winds from N. to E.N.E. Ishigakijima.. Roggan, Mr. & Mrs. R. Morrison, F. D. **--**J. & Co. FIRE INSURANCES. Taihoku ..... Osborne, Br. s.s., 2,795, Froggatt, 22nd Nov.,--Str. Haiching from Foochow:-There to Bonner, E. A. Morrison, J. D., M.D. Taichu..... Borthwick, Mr. & Mrs. Moss, Mrs. C. D. Hongkong Fire In. Co., Ld. ... | \$ \$22\frac{1}{2} per share for 1901 ...... \$320 New York 25th "ept., Case Oil.—S. O. Co Amoy strong N.E. wind, high sea and cloudy Marburg, Ger. s.s., 3,888, Stern, 22nd Nov.-Cainan..... Moule, C. F. China Fire In. Co., Ld. ...... \$ weather, on 19th inst. at 6 30 pm. passed Em-Shanghai 16th Nov., Gen.-H. A. L. presents, bound N. off Turnabout Island, thence Koshup -Brown, W. S. Murphy, Mr. and Mrs Taiwan, Br. s.s., 1,109 Harder, 22nd Nov.,-Chinkiang 18th Nov., Gen.—B. & S. Shipping. to Swatow strong N.E. wind, high sea, and Buck, Hav Weihaiwei ... 9 a.m. 30.60 34 -Campbell, Dr. R. H. squally weather with rain, thence to port light North, C. J. Hongkong, Canton, & Macaol 30.51 53 61 NNE 4 CV Chelton, Mrs. C. B. Clavering, Br. s s., 2,155, Barton, 22nd Nov,to moderate N'ly and N.E'ly wind, with conti-Otto, A. Sil for half-year ending 30.6.1903 ... Sil s. Steamboat Co., Ld... ....... Moji 17th Nov., Coals.-C. C. S. S. Co. 30.34 60 71 N 7 Clark, W. G. Osborn, C. F. nuous rainy weather. Indo-China S. N. Co., Ld...... Lydeo, Ger. s.s., 2,357, Girstentron, 22nd Nov., Cole, Capt. F. W. Pareto, L. C. China & Manila S.S. Co., Ld., \$ 10 % = \$5 per share for 1900...... \$18 sa. a.m. 30.30 63 - 68 74 -Chinkian's 17th Nov., Rice -S. & Co. Colson, F. S. Parfitt, W. Douglas Steamship Co., Ld... \$ Div. of \$3 for year ended 30.6.1903... \$31 Vessels in Port. Comer. Mr. and Mrs. Pattie, J. A. Ichang, Br. s.s., 1,228, Jones, 22nd Nov.,-\$1.20 \ = 12% for year ending \ \$26 b. to a.m | 30.28 68 53 ENE 3 "Star "Ferry Co., Ld ..... Canton 21st Nov., Gen.-B. & S. Hongkong ... Potts, Mr. and Mrs. A. STRAMBUS Yiksang, Br. s.s., 1,235, Bowker, 22nd Nov.,--Victoria Peak Coulson, C. II Potter, A. G. "Shell" Transport & Trading Canton 21st Nov., Gen.-J., M. & Co. - An Pho. Br. s.s., 1966, Kynoch, 12th Nov.,-3rd Interim of 6d. for 1902 ................................. £1 sa.-Gap Rock ... Craig, T. S. Polts, W. H. Co., Ld, ..... Swatow 11th Nov., Gen.-B. & Co. Hue, Fr. s.s., 900, Godinan, 22nd Nov.,-Macao ..... Craig. Mrs. C. R. Ross, S. B. C. Taku Tug & Lighter Co., Ld. Ils. 50 Interim of 2 % for 1903 ...... Kwong-chow-wan 21st Nov., Gen.-A.R. Arratoon Apcar, Br. s.s., 2,931, Fey, 17th Nov., Haiphong ... Croix, Mr. & Mrs. St. Schmidt, W. E. Shanghai Tug & Lighter Co., -Calcutta via Penang and Singapore 10th | Manila...... Simmers, Mr. and Mrs. Limited.....Tls. 50 Interim of 4 %=Tis. 2.00 ...... Tis. 53\ sa. Nov., Gen.-D. S. & Co., Ld. Daijin Mare, Jap. s.s., 900, Ogata, 22nd Nov.,-Bacolod a.m.Davenport, Mrs. L. P Sinden, G. P. Interim of 3\ %=Tis. 1.75 ...... Tis. 50 Tainsui via Amoy and Swatow 21st Nov., Binh-Thuan, Fr. s.s., 983, Ribault, 20th Nov., Davies, Mrs. J. T. Sliebel, B. M. Phra Chula Chom Klao, Ger. s s., 1,012, Bohn, Chwnshan, Br. s.s., 1,286, Jenkins, 20th Nov., C. St. James. to a.m. — — — — Snewin, E. A. REFINERIES. Somerville, Geo. Fin. of \$7 making \$12 for 1901 ......... \$101 b. -Samarang 10th Nov., Gen.-B. & Co. China Sugar Refining Co., Ld. \$ 22nd Nov., - Bangkok 13th Nov., Rice .-Douglas, Capt. & Mrs. J. Steere, H. Luzon Sugar Refining Co., Ld. 5 100 \$3 per share for 1897 ..... \$10 Eastern, Br. s.s., 3,600, Ellis, 20th Nov. Downing, J. C. Stuart, Mrs. Leslie C Perak Sugar Cultivation Co., Stenmers Expected. Melbourne 21st Oct., Sydney 29th, and Taylor, Mrs. Siberia, Am. s.s., 11,284, Smith, 23rd Nov.,-Dubernard, Mr. Fin. of 7 % for year ending 30.9.02 ... Tis. 60 I.d ...... Fis. 50 l Manila 17th Nov., Gen.-G., L. & Co. San Francisco 23rd Oct, and Manila 20th Vernon, Mr. and Mrs. J. Dudgeon, Sir C. Ellen Rickmers. Ger. s.s., 995, Henrichsen, 7th Nov., Mails and Gen -P. M. S. S. Co. Vessels Dyer, Mr. and Mrs. A. Vlut, Mr. & Mrs. P. P. From Agents Nov.,-Moji 1st Nov., Coal.-A., K. & Co. Ellis, Mr. and Mrs. A. Teenkai, Br. s.s., 3,016, Hairis, 23rd Nov.,-Van Liverpool 15th Oct, and Singapore 16th Hinsang, Br. s.s. 1,536, Sawer, 16th Nov.,-Wall, Mrs. L. Punjom Mining Co., Ld. ..... \$ 11 None ... ..... 51 s. Hongay 4th Nov., Coal.-J., M. & Co. Emp. of Japan. Shanghai... C. P. R. Co Nov. 24 Fisher, H. G. Nov., Gen.—B. & S. Watkins, G. A. Société Française des Char-Kansu, Br. s.s., 801, Sommerville, 13th Nov.,-Hamburg ..... Shanghai... M. & Co... Nov. 24 Glover. C. bonnages du Tonkin ...... Fr. 250 Fin. of Frs. 30 making Fcs. 60 for 1902 - \$600 s. Kwangtah, Ch. s.s., 1,536, Luct. 23rd Nov.,-Whitcomb, B. Iloilo 9th Nov., Ballast.-B. & S. Tremont ...... Japan ...... D. & Co ... Nov. 24 Grant, A. W. Raub Australian Gold Mining Shanghai and Amoy 18th Nov., Gen.-C. Williams, Mr. and Mrs Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th König Albert... Singapore. M. & Co... Nov. 25 Gregory, Mrs. E. E. No. 12 of 1/- per share 28.1.01 ........ \$8 s. . 5 M. S. N. Co. Hannibal Nov.,-Kobe 4th Nov., Coal and Gen.-Ceylon ...... Singapore. P. & O. Co. Nov. 26 Hanmer, Thos. A. Williamsion, J. Elisabeth Rickmers, Ger. s.s., 997, Nebinger, Chinese Engineering & Min-Idzumi Maru... Japan ...... N. Y. K.... Nov. 26 Harvey, R. O. 23rd Nov.,-Bangkok and Swatow 13th Tong Yok Chon. Wilson, J. C. 1 | No. 2 of 1/- per share 26.10.03 .......... Tis. 6 s. Madeleine Rickmers, Ger. s.s., 1,020, Sanders, Coptic ....... Japan ...... O. & O. ... Nov. 27 | Haughwont, W. B. Nov., Rice.-A., K. & Co. Wilson, Miss DOCKS. WHARVES AND GODOWNS. 11th Nov., -Bangkok 2nd Nov., Rice. -A., Tipanas....... Moji ..... Il. s'J. & Co Nov. 27 Hayton, J. T. Kwongsang, Br. s.s., 1,427, Lake, 23rd Nov.,-Wolff, Philip Hongkong & Whampoa Dock K. & Co. Tjimahi ....... Macassar... II.s'J & Co Nov. 28 Hilterman, E. Maria Rickmers, Gcr. s.s., 1,017, Bandelin, 2nd Bombay Maru. Japan ..... N. Y. K.... Nov. 29 Hooper, Mr. and Mrs. Shanghai roth Noy., Gen.—J., M. & Co. Woolmer, Mr. & Mrs. 12 %=\$ 6 for \(\frac{1}{2}\) year 30.6.03...... \$205 b. Co., Ld.,..... \$ ' Wright, Mr. and Mrs. Nov.,-Bangkok via Hoihow 25th Oct., Indrasamha ... Portland ... P. & A. Co. Dec. 4 Icely, Rev. J. Final of Tls. 8 making Tls. 15 for year S. C. Farnham, Boyd & Co., Yule, W. and child Clearances at the Harbour Office. Ld......Tls. 100 Tacoma-........Victoria ... N. P. Co... Dec. Gen.—A., K. & Co. Jackman, H. T. Choysang, for Swatow. Hongkong & Kowloon Wharf Mausang, Br. s.s., 1,644, Welsh, 14th Nov., Chingtu ....... Sydney ..... B. & S...... Dec. KING EDWARD. Kunngsang, for Canton. Sandakan 8th Nov., Timber.-J., M. & & Godown Co., Ld.... Interim of \$2\frac{1}{2} for 1903..... America Maru. San F'cisco P. M. Co... Dec. Pak Kong, for Macao. New Amoy Dock Co., Ld..... \$ \$2\for 1902 ..... Muelle, Ed. (Consulfor Arnell, C. J. Taiwan, for Canton. Michael Jebsen, Ger. s.s., 710, Uldrup, 16th Victoria ....... Victoria .... N. P. Co... Dec. 13 Shanghai & Hongkew Wharf Carter, H. B. Peru) Tingsnig, for Canton. Nov.,-Pakhoi 12th Nov., and Hoihow Reid, Arch. Carter, Major E. C. Oto, for Manila. 15th, Gen.—]. & Co. Rose, Mr. and Mrs. T. Ehrhardt, Capt. LANDS, HOTELS AND BUILDINGS. Haiching, for Swatow. Mongkut, Ger. s.s., 859, Götsche, 17th Nov.,-Gunther, F: L. Kwangtak, for Canton. Bangkok 11th Nov., Rice.-B. & S. Schneeloch, Ralph H. Post Omce. Hale, Mrs. M. P. China Provident Loan Kwongping, for Shanghai. Nippon Maru, Jap. s.s., 3,437, Greene, 13th Hawley, Miss M. Stephens, Mr. & Mrs. Mortgage Co., Ld. ..... \$ 8% = 80 cents per share for 1902 ...... \$9 Teenkai, for Shanghai. Nov .—San Francisco 15th Oct., Honolulu Hawley, Miss W. Hongkong Land Investment & Benvorlich, for Calcutta. A Mail will close for :-22nd, Yokohama 5th Nov., Kobe 6th, Hawley, Mr. and Mrs. Talati, Mr. and Mrs. M. Interim of \$6 for 1903 ..... \$152 Agency Co., Ld. ..... Hanoi, for Haiphong. Canton-Per Honam, 24th Nov., 7.30 A.M. Nagasaki 8th, and Shanghai 11th, Mails \$2.30 per share for 1902 ...... \$35 sa. K'loon Land & Building Co., Ld S Amigo, for Canton. Swatow and Bangkok-Per Wongkoi, 24th and Gen.-P. M. S. S. Co. Hawley, Mr. and Mrs. Taniguchi, G. West Point Building Co., Ld. Wingchai, for Macao. Oceana, Ger. s.s., 700, Janke, 8th Nov.,-Nov., 8 A.M. Thompson, Mrs. F. F. \$6 for first \(\frac{1}{2}\)-year 1903 ..... \\$147 Hongkong Hotel Co., Ld. ... \$ Meefoo, for Shanghai. Caroline Islands 1st Nov., Copra.—S. & Shanghai, Nagasaki, Kobe, Yokohama, Hollingsworth, A. H. Vaughan, H. S. Astor House Hotel Co., Ld.... Sabine Rickmers, for Swatow. Honolulu and San Francisco-Per Wiftpon Kajikawa, Mr. Wedgrove, Mrs. H. B. (Shanghai) .....\$ 2} % for year ending 30.6.03 ...... \$28 sa. Wongkol, for Swatow. Olympia, Am. s.s., 1,730, Dixon, 16th Nov., Maru, 24th Nov., 11 A.M. Hotel des Colonies Co., Ld. Winslow, General and Lambkin, Mrs. Kongnam, for Canton. Singapore, Samarang and Sourabaya-Per -Tacoma via Ports 17th Oct., Gen.-D. Lambkin, Miss Hinsing, 24th Nov., 2 P.M. Wo Kwai, for Wuchow. & Co., Ld North, H. S. Humphreys Estate & Finance Ningpo and Shanghai-Per Yiksang, 24th Onsang, Br. s.s., 1,787. Davies, 18th Nov.,-9 per cent. for 1902 ...... \$10 sa. Co., Ld. ..... Java 7th Nov., Sugar.—J., M. & Co. Nov., 3 P.M. Pepartures. CONNAUGHT. S'hai Land Investment Co., Ld. Tls. 50 Interim of 6 % for 1903 ...... Tis. 103 s. Singapore and Colombo-Per Marburg, 24th Oro, Br. s.s., 2,146, Coleman, 20th Nov.,-Nov. 22. Adams, F. R. Howard, E. Amoy 19th Nov., Gen.—D. & Co., Ld. COTTON MILLS. Hume, R. Andrew, Mrs. G. Haitan, for Swatow. Shanghai, Chefoo and Dalny-Per Ichang, Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.,— Hurk, W. V. C. -Holstein, for Hongay. Sourabaya 30th Sept., Sugar.—S., W. & 24th Nov., 4 P.M. (Final of 60 cents, making \$1 for) Hongkong Cotton Spinning, Lazarús, N. Campbell, R.E., Capt. Perla, for Manila. XMAS AND NEW YEAR PARCELS (via Weaving & Dyeing Co., Ld. 5 Lee, G. E. Pitsanulok, Ger. s.s., 1,267, Fuchs, 16th Nov., Gibraltar) Parcels for United Kingdom posted Cooben, E. C. Nov. 23. Ewo Cotton Spinning & Lila, Miss E. De Calubria, Italian cruiser, for Singapore. -Bangkok 6th Nov., Rice and Timber.-before 3 p.m. on Friday, the 6th November, are | Derr. S. V. Macfarlane, Dr. and Tyr, for Hongay. International Cotton Manufacdue in London about the 12th December, and Donald, W. H. Mrs. H. Rosetta Maru, Jap. s.s., 2,402, Smith, 21st Nov., those posted before 3 p.m. on Friday, the 20th | Dufour, Mrs. B. Interim of 3 % on account of 1898 -... Tis. 221 sa. turing Co., Ld. ......Tls. 75 Ulubrand, for Kuratsu. Marston, Mr. and Mrs. -Manila 19th Nov., Gen.-T. K. K. Mandasan Maru, for Kutchinotzu. Laou-kung-mow Cotton Spinn-November, are due in London about the 26th Dulot, Mme. ing & Weaving Co., Ld...... Tis. 100 Interim div. of 4 % on acct. of 1898 ... Tls. 35 Salamanca, Br. s.s , Scott, 27th Oct., -Singapore December. Humber, H.M.S. storeship, for Wei-hai-wei. Eyre, Mr. and Mrs. H. May, A. J. Soy Chee Gotton Spinning Laertes, for Snigon. 19th Oct., Gen.—B. & Co. The following postage will be collected:-Fernandes, Count and Newbon, B. H. Sullberg, for Shanghaic Sungkiang, Br. s.s., 1,021, Outerbridge, 21st For a Parcel not exceeding 3 lbs. in weight 50 cts. Countess de Senna Tibbey, H. M. Nov. - Manila 11th Nov., Gen. - B. & S. Ghoysang, for Shanghai. Tiersonnier, Mons. and children CIGAR AND TOBACCO COMPANIES. Tai Lee, Ger. ss.; 822, Michelsen, 4th Nov.,-Anbing Maru, for Swatow. Thompson, Mrs. G. L. Ferrers. H. N. Hanoi, for Haiphong. Swatow 3rd Nov., Ballast.—Meyer & Co. With an additional 50 cents Parcels may be Whitamore, R. Friedländer, R. Alhambra, Ld...... \$ 500 | 25 % for year ending 30.6.1900 ....... \$250 Meefoo, for Shanghai. Tai Ping, Ch. s.s., 1,376, Brissander, 12th Nov, sent via Brindisi and if posted before 3 p.m. Williams, W. H. Goldenberg, B. Philippine Tobacco Trust Co., Amigo, for Canton. --Wuhu and Chinkiang 5th Nov., Gen.on Friday, the 20th November, are due in Lon-Ld. ..... \$ \ 50 None ...... \$15. Taiwan, for Canton. don about the 20th December, and those posted Shanghai - Sumatra Tobacco Toto Maru, Jap. s.s., 1,220, Asai, 18th Nov., before 3 p.m. on Friday, the 4th December, are Tingsang, for Canton. Peak. Moji 13th Nov., Coal.—H. U. Jeffries. due in London about the 3rd January, 1904. Barrett, R. W. Hubbe, F. Trocas, Br. s.s., 2,657, Phillip, 8th Nov.,-MISCELLANEOUS. All Parcels containing Jewellery or any Passengers arrived. Bolagowskay, Mr. and Jones, Mr. and Mrs. P. Hankow 1st Nov., Ballast .-- A., K. & Co. article of Gold or Silver must be Insured, and Mrs. C. de. maid N. H. Per Teenkai, from Singapore-421 Chinese. 12 %=\$1.20 per share for 1902 ............ \$22\forall b. Undine, Norw. s.s., 1,017, Torbjöonsen, 19th Green Island Cement Co., Ld., \$ all Insured Parcels must be sealed. The seals Krieby, Mr. and Mrs. and child. Per Kwangtah, from Shanghai, &c.-Mr. China-Borneo Co., Ld..... First year ...... \$8\ s. Nov.,-Moji 14th Nov., Coal.-Order. must bear the impression of a private mark. Brusse; George. A. S. Watson & Co., Ld. ...... \$ Interim of 5 % for 1902 ...... \$14\frac{1}{2} sa. Victoria, Swed. s.s., 988, Hermansen, 27th Senders of Parcels are requested to post Cameron, Mr. & Mrs. Langley, Miss Watkins, Ld. ..... Oct.,-Sourabaya 20th Oct., Sugar,-S., W Per Davawongse, from Bangkok, &c.-450 them a few days in advance. Lyon, E. A. Allan 90 cents for year ending 30.4.1903 ... \$12 b. Hongkong Electric Co., Ld. Maitland, Mrs. Letters and Post Cards are now received for Duff, J. S. 45 cents for year ending 30.4.1903 ... \$61 b. Hongkong Electric Co., Ld. Per Haiching, from Coast Ports-Miss Wongkoi, Ger. s.s., 1,115, Reher, 12th Nov.,transmission to Europe via Dalny and the Gibson, Dr. Robert McGowan, Mr. & Mr Hongkong & China Gas Co., Ld & 10 10 % div. and 1 % bonus for 1901 ...... \$140 b. Palmer, Sir Charles Dudgeon, Mr. and Mrs. Hojhow 10th Nov., Gen. - B. & S. Trans-Siberian Railway, and should be marked Grant, G. C. Lindsay Hongkong Rope Manufactur-Ste Croix, Mrs. P. H. Murray, Mr. T. H. Kong, Yeddo, Br. s.s., 2,974, Baird, 19th Nov.,accordingly. No printed matter can be ac- Hewitt, F. T. Baines Melgow, M. G. \$10 for 1902 ...... \$145 ing Co., Ld...... 5 Portland, Or. (U.S.A.) 14th Oct., Flour.and 66 Chinese. cepted. The Rates of Postage by this rou e will Holland, R.I.M., Comdr. Metcalf, S. T. H. 15 per cent=\$3.75 for 1902 ..... \$47 Geo. Fenwick & Co., Ld. ..... \$ Per Siberia, from San Francisco, &c.-Mr. be the same as at present via the Suez Canal. Norton, R. H. Interim of \$4 for 1903 ..... \$248 Hongkong Ice Co., Ld. ...... \$ 25 L. S. Bleck, Rev. and Mrs. H. P. Beer, Rev. Holland, Mrs. G. E., Scott, Charles R. Hongkong High-Level Tram-SAILING VESSELS. and Mrs. W. G. McClure, Mr. and Mrs. F. H. VISITORS AT THE HOTELS. Smith, Mrs. children and maid Buck and son, Miss L. M. Cartwright, Mr. M. G. Brillian, Br. bq., 3,609, Cowlishaw, 23rd Oct.,-\$18 for year ending 31.11.1902 ...... \$320 Jackson, Mrs. R. N. Wood, Mr. and Mrs. \$1\frac{1}{2} for year ending 31.7.1903 ...... \$12\frac{1}{2} ax div. Miller Rev. F. Eckerson, Comdr. H. Osterhaus, CRAIGIEBURN. Shanghai 16th Oct., Gen.—S. O. Co. and child Div. of \$21 for 1902 ..... \$40 s. Messrs. W. B. Falker, Wm. Yule and son, Mrs. Clendorn, Br. ship, 1,823, Morrison, 8th Nov., Bent, Mrs. Campbell, Moore & Co., Ld., \$ 10 Michael, Mr. and Mrs. Bell's Asbestos Eastern L. P. Davenport, Messrs. B. Stiebel and native Smith, Mr. and Mrs. THOMAS'. Crafton, R. II. -New York 26th June, Gen.-S. O. Co. servant, H. Bartholomne, J. Willenmier, Dr. N. Helena Wyman, Am. bq, 1,531, Vanhon, 10th Hill, H. K. Grant Dann, G. H. Aldrich, Geo. A. G. K. Moyer, Mis. N. E. Heacock, Mr. A. United Asbestos Oriental Aug.,-Singapore 1st Aug., Ballast .- Gaskell, Mr. and Mrs. Smith, Mr. E. Grant Hough, Dr. Allen, G. 90 cents } for year ending 31.5.03 ... } Agency, Ld. ..... \$ Beattie, Miss Gouden, Rev. Father Jose Algue. Harvey, Lieut. and Walker, Lieut. & Mrs. Lambkin, F. Bain, J. S. S. Messrs. Ramon Trinidad, August Fuster, L. H. Lillebonne, Am. sch., 708, Finnen, 6th Oct.,-Founders. S and child Mrs. J. S. Bournan, S. Llanos G. Hongkong Steam Water-boat Hargis, F. O. Manen, C.E., U.S.N., Miss Dr. J. Warre, F. W. Manila 18th Sept., Ballast.—D. & Co., Ld. Marse, C. K. Helms, W Brusse, J. V. Interim of 6 % ...... \$15\ b. Craven, Capt. F. W. Cole, Mrs. Moyo Hita, Co., Ld. ...... \$ Powell, Mr and Mrs. Woodward, Mr. & Mrs. Collet, Mr. Raimer, H. D. China Light & Power Co., Ld. \$ Mrs. E. A. Wellmann, Dr. C. L. Dare and Stanley and children and children Roberts, Capt. W. Condy, Mr. C. and Manila Investment Co., Ld... \$ None ...... \$15 b. family, Mrs. M. P. Keane, Mrs. J. H. Gill, THE WEATHER. Turr, D. E. children \$1 for year ended 30.6.1903..... \$8\frac{1}{2} b. OCCIDENTAL. William Powell, Ld. ..... \$ Misses M. Means, P. McFailand, Mr. and Mrs. Whiley, Mr. Crego, Mr. Petersen, Mr. (4th Interim Dividend of Tls. 72 paid) Tls. 295 b. Akehurst, C. A. Maatschappijtot Mijn-, Bosch-en Landbouw exploitatic in P. P. Van Vleet, Mr. J. C. Wilson, Miss M. Young, L. C. The following report is from Mr. F. G. Figg, Chandler, Lieut. F. Donald, G. M. Prittwitz, A. V. Wilson, Mr. E. C. Bellows, Mrs. E. E. Gregory, Frank, W. acting Director of the Hongkong Obser- Cobb, Mr. Ramplin, F. S. Langkat, Limited ..... Mr. M. Abeles, Dr. J. L. Morrison, Mr. and Rehwoldt, Fr. Shanghai & Hongkong Dyeing Mrs. Azra Dyer, Messrs. C. E. Devey, R. H. Kowloon. Schuster, Mr. Von On the 23rd at 11.25a. The barometer has Gerard, J. C. and Cleaning Co., Ld...... \$ Sherman, Geo. P. Linden, Lieut. C. R. Miller, Bencke, G. E. Shiba, C. Shepherd, E. B. risen generally, except over N. China. Thomas, Clande, F. U.S.N., Messrs. M. S. Corning, U.S.N., F. R. Cur ningham, C. W. Skertchly, Mrs. The an icyclone covers China and Japan, Hahn, Mr. and Hrs. Naile, U.S.N., Eugene Riva, W. F. McLaughlin, Travers, J. L. Benjamin, Kelly & Potts, Harrison, W. B. Telegraphic Address—"Rialto." Stapelfuss, M. Mrs. R. D. Murphy, Miss C. J. Garnahan, Mr. the centre lying over N. China.

# CHRISTMAS BOXES FOR HOME FRIENDS.

Hunter, Miss

Musgrave, Mrs.

Selby, Mr. & Mrs. J. W.

Manington, G.

Tredwer, E.

Wiley, Dr.

Walton, J. H.

MACEWEN, FRICKEL & CO. UNDERTAKE TO DELIVER Gifts of Tea, Cigars, Curios, Silver, etc. at Home Addresses Free of Freight, Duty, or other charges to Consignees

PARCELS intended as 'XMA'S GIFTS should reach the Office before November 9th. New Year Gifts before Nov. 14th.

Stephens, H.

Wilkinson, R.

Wolf, Richard De

Gradients continue rather steep with heavy Kevt, Dr. F.

of the China Sea.

Forecast:- fresh NE. winds; fine.

monsoon in the Formosa Channel, and N. part Liddell, Mr. and Mrs.

Lopez, Amaro

Pezare, Lieut. T.

and Mrs. C. V. Barton, Lieut. A. H. Potter, Mr.

Per Awongsing, from Shanghai-Messrs.

Moule, Whitcomb, Dr. Davis, and 32 Chinese.

J. Abeles, and 469 Chinese.

NOTICE.—Importation into England of Tobacco, Cigars and Cigarettes packed along with other goods is now prohibited.

HIGH CLASS

OUTFITTERS.

GENTLEMEN'S

**EVERYTHING** 

DATE.

28, Queen's Road.

 $\mathbf{TO}$ 

WILLIAM POWELL



28 & 34, QUEEN'S ROAD CENTRAL, HONGKONG,

GENERAL DRAPERS DRESS-MAKERS

**マウツボシボシボシボシボルイイ** 

HIGH CLASS GENTLEMEN'S **OUTFITTERS.** 

SHIRTS,

\*\*\*\*\*\*

28, Queen's Road.

Grand Amas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD

SHOW, TO-DAY